



North Kitsap's String of Pearls Trail Plan



DRAFT



July 15, 2011

North Kitsap

String of Pearls Trail Plan

Table of Contents

A: NORTH KITSAP TRAILS ASSOCIATION (NKTA) AND STRING OF PEARLS.....	4
▪ Introduction	
▪ Executive Summary	
▪ Mission	
▪ Vision	
▪ Conceptual Map of the String of Pearls (shaded elevation map)	
▪ Trail Plan Ten Essentials	
▪ Goals and Objectives	
▪ Acknowledgements and Partnerships	
B: PLAN RECOMMENDATIONS.....	17
▪ Framework for Priorities	
▪ Setting Priorities	
▪ Active Transportation	
Current High Hazard Areas	
Bike Routes on Shoulders	
▪ Regional Connection Corridors	
▪ Regional Connections: Sound To Olympics Trail	
North -South Sound to Olympics Trail	
East - West Sound to Olympics Trail	
▪ Community Pearl Connections	
▪ The Mosquito Fleet Trail	
▪ Water Trails	
Water Trail Plan	
Development Phases	
Phase One Water Trail Sites Tables	
▪ Safe Routes to Schools	
▪ Next Steps	
C: OPEN SPACES: THE KEY TO TRAILS	42
▪ North Kitsap Heritage Park	
▪ North Kitsap Open Space Conservation Proposal	

D: COMMUNITY PROFILES-THE PEARLS	49
▪ Introduction	
▪ Community Profiles (including maps)	
Bainbridge Island	
Eglon	
Hansville	
Indianola	
Kingston	
Little Boston	
Lofall	
Poulsbo	
Port Gamble	
Suquamish	
▪ Community Outreach Summary	
E: TRAIL ACQUISITION, DESIGN AND CONSTRUCTION	93
▪ Locating Trails and Insuring Public Access	
▪ Trails Cost and Continuity	
▪ Incremental Trail System Development	
▪ Trail Standards	
▪ Phased Development of Trails	
▪ Trail Heads	
F: TRAIL MANAGEMENT AND MAINTENANCE	102
▪ Trail Safety	
▪ Recreational User Statute/ Liability	
▪ Accessibility – ADA and Universal Design	
▪ Good Neighbor Policy	
▪ Trail User Code of Ethics	
▪ Dogs	
▪ Horses	
▪ Volunteers and Membership	
G: TRAIL FUNDING AND GRANTS	106
▪ Funding Sources	
Active transportation Funding	
Recreational Trail Funding	
▪ Costs	
Trail Construction Costs	
Trail Maintenance Costs	

H: GOVERNMENT POLICY112

- Environmental
- Storm Water
- Incentives

I: APPENDICES.....118

- Community Comments (from Outreach Meetings and Survey Comments)
- List of Outreach Meetings
- Working Maps (route maps evolution)
- Survey
- Glossary



A: North Kitsap Trails Association and String of Pearls

Introduction:

North Kitsap Trails Association

The North Kitsap Trail Association (NKTA) is an all-volunteer non-profit organization working to plan, build and maintain a neighborhood and regional system of land and water trails which promotes stewardship of natural resources and enhances our communities.

In 2007, the Olympic Property Group (OPG), proposed a trail system as one of several key elements in a plan for 8,000 acres in the Port Gamble area. A trail system was viewed as a viable and progressive way of adding value to OPG's existing real estate holdings in preparation for the land's future use. Over 500 residents turned out for the initial meeting concerning OPG's trail concept. These residents voiced strong support for a both establishing a trail system and for permanently retaining public access to OPG's Port Gamble woodlands.

The idea of a regional network of trails took fire, fueling the eventual creation of the North Kitsap Trail Association (NTKA), comprised of community volunteers, who could act in partnership with Kitsap County and OPG. NKTA then reached out to the wider North Kitsap community, and with the assistance of political leaders, local and tribal governments and others, obtained a grant from the National Park Service to help craft a Master Trail Plan. NKTA has since expanded its Board of Directors and volunteers to try include representatives from all North Kitsap affected communities, trail user groups and representatives from local governments. The result is a unique and effective community-public-private partnership working together to create a seamless system of connected multi-surface and multi-use land and water trails.

String of Pearls Trails

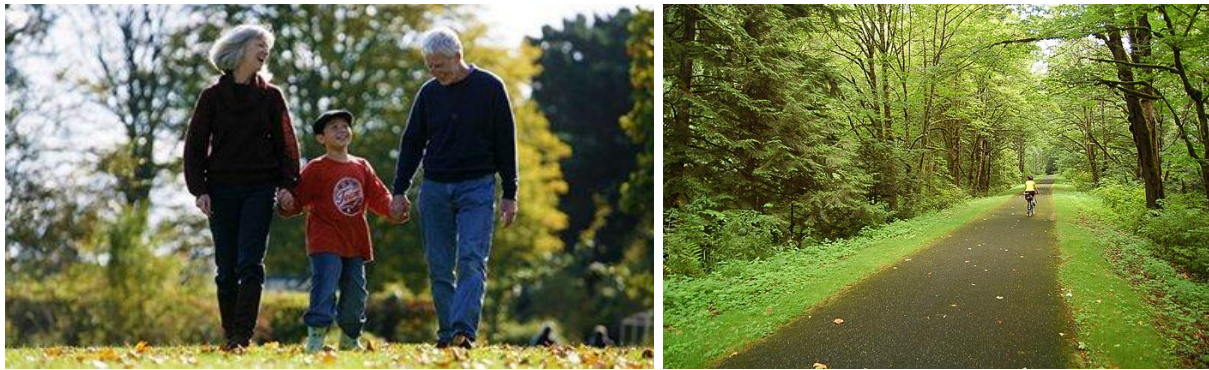
Each community in North Kitsap County has its own history, natural setting and character. Landscape architect Frederick Law Olmstead originally used the term "String of Pearls" to evoke a vision of parks throughout the Boston area. The NKTA vision is to use multi-use land and water trails as the string to connect the Pearls: North Kitsap communities to each other and to parks, local businesses, schools, ferries, buses, open spaces, forest lands, and wildlife habitats - all in a way that will facilitate transportation, preserve natural settings, encourage eco-tourism, enhance our economy and offer additional recreation and fitness options for North Kitsap residents and visitors.

The North Kitsap Trails Association respectfully submits this North Kitsap Master Trail Plan.

Executive Summary:

North Kitsap String of Pearls Trails – A Move Forward for North Kitsap

The String of Pearls Trails plan is envisioned as a way of enriching all of Kitsap County by connecting North Kitsap's unique communities with a trail system that will create a myriad of community, regional, land and water trails, and link to each community and their neighborhood trails. These trails will enhance the quality of life for residents by connecting people with natural areas and creating options for active lifestyles. An integrated trail system will enhance the local economy with options for exercise, transportation, eco-tourism and enjoyment of beautiful natural settings. The trails will become a safe, pleasant, healthy and frequent choice for people of all ages, interests and abilities. The trails we plan and build today will shape a legacy for future generations.



Trails Offer Places to Appreciate Nature

The String of Pearls Trails will include routes that highlight the beauty of our region and promote an appreciation for wildlife and natural systems. These trails will provide educational opportunities and special points of interest including cultural resources, working lands, local history, and natural science.

Trails Will Promote Healthy Lifestyles

NKTA seeks to improve the use of local trails as an active transportation choice. This is especially important for the health of those who live in car-oriented communities. Working in collaboration with local health districts, schools, and various athletic groups, NKTA is building a trail system that will promote healthy lifestyles for people of all ages and abilities. Trails will connect North Kitsap communities and schools to diverse outdoor recreation activities and to each other.

Trails Will Promote Eco-Tourism and Sustainable Economic Development

The String of Pearls Trails will become a valuable asset of local communities by promoting North Kitsap as a vibrant outdoor recreation destination for eco-tourism and sustainable economic development. A vital area amenity, trails will assist the Kitsap Visitors and Convention Bureau in its marketing of Kitsap

County as the “natural side of Puget Sound.” Locally available outdoor recreation will make the region more attractive to businesses seeking a location in an area with the highest quality of life.



Trails Will Encourage Innovative Open Space Planning

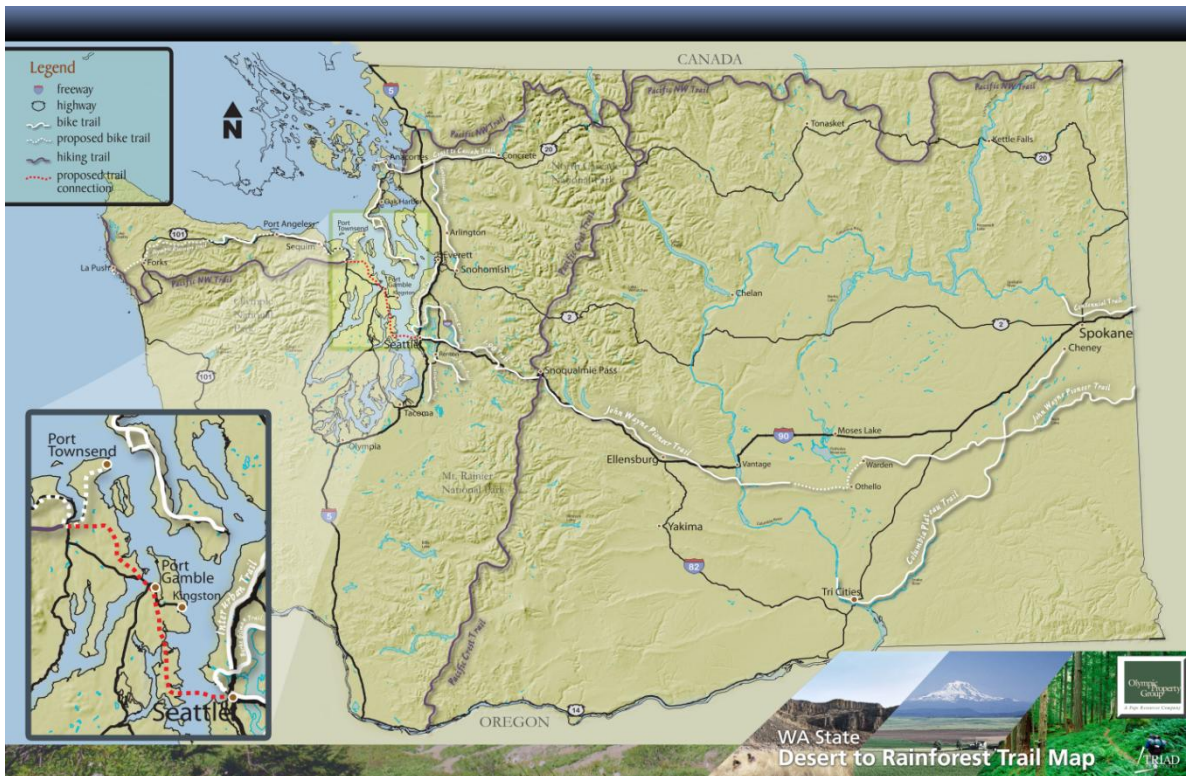
Important questions are confronting public and private land owners and decision-makers in regional planning. Incorporating a thoughtful and diverse trail system, and continuing the collaborative planning process the trail system represents, will facilitate creative land use decisions and will support the goals of the North Kitsap Legacy Partnership, including the preservation of as much of OPG’s 8,000 acres as possible for open space, habitat, and public trails.

Trails Will Highlight Local Points of Interest and Educational Opportunities

This region is dotted with fascinating points of topographical, marine and historical significance, including Native American cultural resources. Trails provide convenient access to these places in a way that encourages discovery. The String of Pearls trails will provide students and life-long learners a greater appreciation of historical and environmental features in their home communities.

Trails Will Connect North Kitsap With Other Communities

North Kitsap is at the crossroads of two major paved trails of statewide significance: the Olympic Discovery Trail in Clallam and Jefferson Counties, and the Cross State Trail Corridor that now links Seattle with the Idaho border. The Sound to Olympics Trail is designed to connect the Olympic Discovery Trail via North Kitsap and the ferries to the Cross State Trail. Grants may be obtained to connect these two trails in North Kitsap, and efforts will be made to link this area’s regional trails to other regional and cross-state trail systems. Trail corridors through OPG’s 8,000 acres will help provide the missing link.



North Kitsap is the "missing link" between the Olympic Discovery Trail and the Cross State Trail

Trails Will Encourage Broader Use of Alternative Transportation

A regional trail system – one that safely connects transit stops and park-and-ride facilities - will encourage the use of public transportation and environmentally-sound transportation choices. New paved trail sections will increase the use of non-motorized transportation by offering multiple trail access points, linking transit stops, and providing safe, direct routes between North Kitsap communities, ferries and bridges. Quality pedestrian and bike access promotes use of public transit and reduces dependency on diminishing reserves of oil.

Trails Will Promote Safety

North Kitsap residents have concerns about their safety when they use neighborhood routes next to motor vehicles. Only 25% of North Kitsap survey respondents feel safe when they bike in their communities. Safety needs to be built into road and trail construction to provide better road-side bike route planning and to support safe routes to schools.

Trails Will Increase Public Access to Outdoor Recreation Options on the Water

Kitsap County enjoys 238 miles of shoreline. The String of Pearls Trails will link North Kitsap communities with a unique network of water trails and water trailheads. These will provide access to both public places on the shoreline to launch kayaks, canoes and other non-motorized watercraft and resting stops to enjoy the richness of Puget Sound.



Crafting a Master Trail Plan to Meet Kitsap Residents' Desires and Needs

The first step taken by NKTA to create a master trail plan was to solicit and obtain data from North Kitsap residents about trails desires and needs. Over 400 local citizens provided their opinions in 27 community meetings. A survey conducted by NKTA elicited over 700 individual responses. 97% of those answering the survey saw a local trail system as fundamentally important to the quality of life in the North Kitsap area. If a trail system existed in their community, about 9 in 10 would exercise more, 2 out of 3 would use the trails to get to schools, and almost 2 out of 3 would use trails to reach stores, restaurants, and other businesses. Using the compilation of data and community input, NKTA volunteers created this Master Trail Plan.

The Master Trail Plan - Summary of Recommendations

This trail plan seeks to address the needs of all user groups. The goal is to increase use by providing facilities for a wide range of users on trails of all types, including walking and bicycling for active (non-motorized) transportation. Previous Kitsap County active transportation plans have had many high priority projects which, combined with a policy of building "opportunity projects," have failed to result in completion of continuous routes. NKTA strongly believes active transportation routes must be continuous to be effective. NKTA has prioritized a single spine of paved bike routes combining the Sound to Olympics (STO) Trail and on-road community connector bike routes. NKTA supports a wider network of unpaved trails which can be built by volunteers at low cost, some of which will connect to the spine.

NKTA's top priority is to obtain access to and through the nearly 8,000 acres of OPG land. Without access to this land there will be very few trails in North Kitsap. Though a simple corridor will provide the opportunity for the spine of the Sound to Olympics Trail (a shared-use path to include walking, bicycling, and horseback riding), access to and protection of OPG open space is the key to a network of recreational trails. NKTA's extensive outreach efforts show that the North Kitsap communities' highest priority is walking trails, resulting in NKTA's highest priorities beginning with the inland portion of the Port Gamble Block that is already widely used by the public. [Ranked priorities are in Section B.]

Meeting the Challenge

Given today's reality of severely constrained public and private financial resources, the NKTA plan is to efficiently leverage available funding by combining community support, volunteer labor and grants to help build and maintain public trails. NKTA's comprehensive plan builds on existing assets by adding new routes in strategic order to complete connections and incrementally improve community links.

NKTA recognizes that many of its trail plans are dependent on access to OPG and other private land owners' property. The NKTA is supportive of Kitsap County and OPG's partnering to protect open space and provide public access to trails between our communities. This Trail Plan seeks to maximize one of the opportunities envisioned by the North Kitsap Legacy Partnership proposal to preserve thousands of acres of public open space.

NKTA understands that if the development proceeds without care, or if the property is sold either in bulk or in twenty acre parcels, public access to these tracts of connected habitat may be lost forever, with a corresponding reduction in the ability to create trails. NKTA intends to work constructively with Kitsap County, OPG, the Cascade Land Conservancy, the Great Peninsula Conservancy, the Port Gamble S'Klallam and Suquamish Tribes and community citizens to implement a shared vision for OPG's land that will seize this unique opportunity, connecting open space with trails, and protecting the natural land and water resources, including Port Gamble Bay, for the benefit of future generations. NKTA plans to leverage its volunteers in this broad-based community effort, to utilize grants, donations, partnerships and County resources to create a unique mix of land and water trails that will make North Kitsap an even more wonderful place to live in the future.

Mission:

Mission Statement for NKTA:

To unite North Kitsap County with a regional system of land and water trails that promotes stewardship of natural resources and enhances our communities' livability.

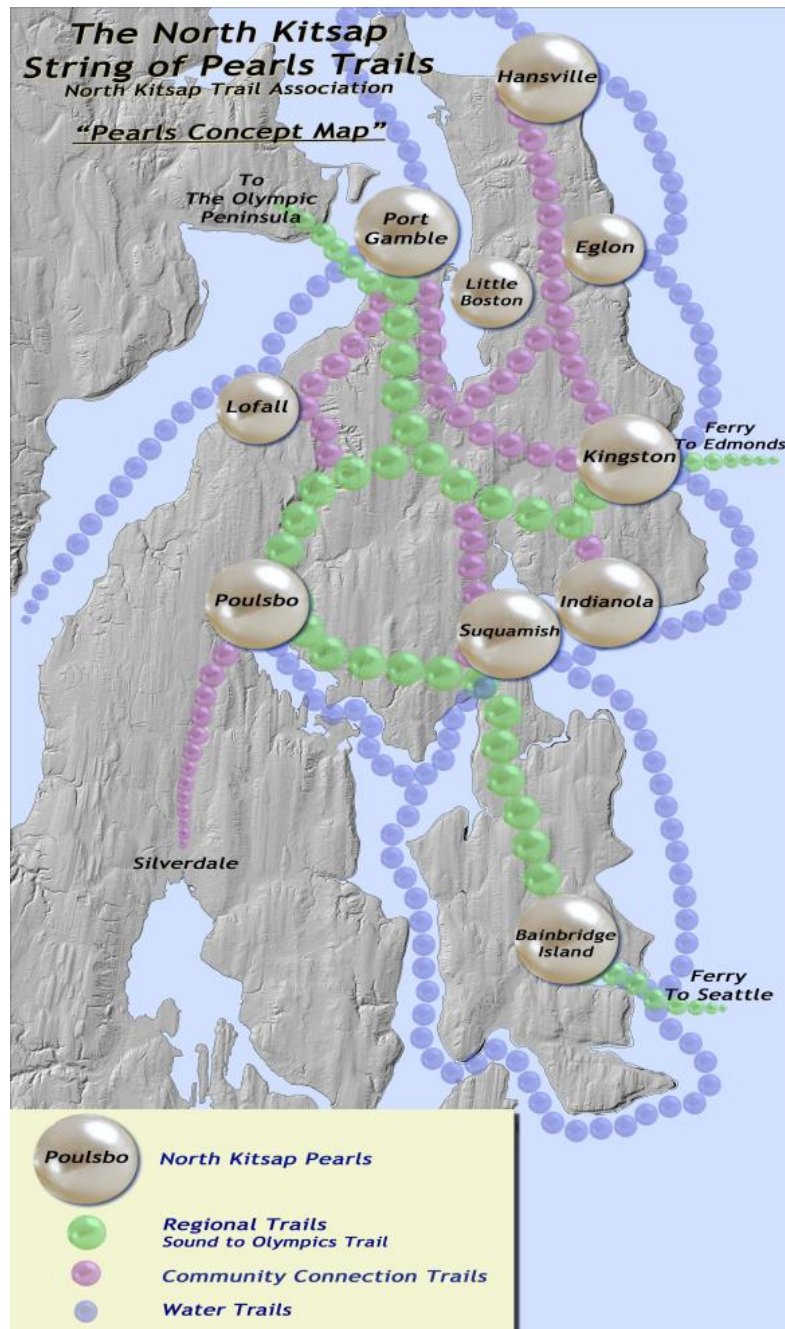
Mission Statement for NKTA Trail Plan Committee:

To create a Concept Plan that will guide development of the regional land and water trail system today, and will continue to shape a legacy of integrated trails and open space in North Kitsap County.

Vision:

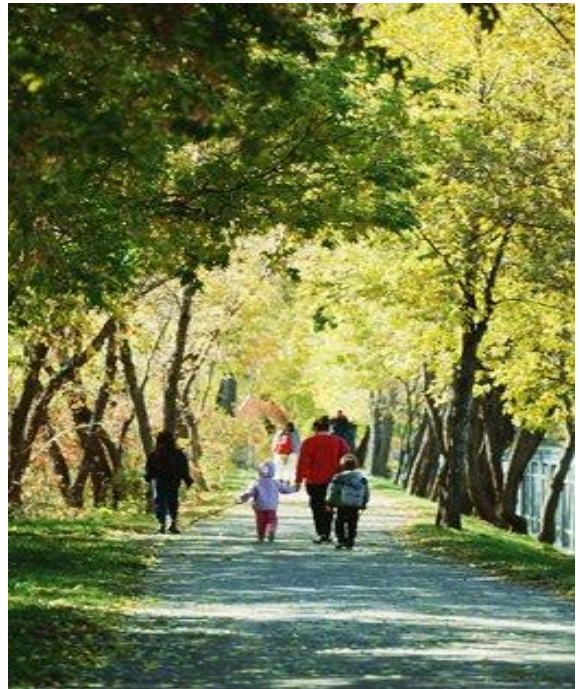
Vision for the North Kitsap Trails System:

A system of land and water trails that connects North Kitsap communities, Tribal lands, parks, and private development, to provide opportunities for walking, biking, paddling, observing wildlife, horseback riding and non-motorized transportation. A regional trail system that boosts community pride, community connections, and the local economy.



Trail Plan Ten Essentials:

- 1. Adopt a trail plan with prioritized routes.**
- 2. Obtain commitment to the implementation of the trail plan in North Kitsap by the county and community volunteer organizations.**
- 3. Hire a full time proactive county trails coordinator.**
- 4. Allow appropriate and achievable trail standards to evolve over time.**
- 5. Establish sustainable dedicated funding for trails.**
- 6. Design and develop trails for strategic use of available financial resources.**
- 7. Allocate transportation funding effectively to:**
 - a) establish safe routes to schools in populated areas**
 - b) refine the Mosquito Fleet Trail Plan in North Kitsap**
 - c) create a regional non-motorized spine connecting population centers.**
- 8. Establish transit-trail connections.**
- 9. Ensure annual community review of trail plan progress prior to update of county TIP (Transportation Improvement Plan).**
- 10. Recognize the North Kitsap Trails Association as a volunteer base for trail stewardship including construction and maintenance.**



Goals and Objectives:

Goal 1:

Work with community leaders, local and Tribal governments, private developers, community members and our neighbors to develop public-private partnerships for creating a system of connected multi-surface and multi-use trails.

- Identify Public and Private partnerships
- Incorporate established trail maps and plans of North Kitsap communities into NKTA plan
- Create better communication between public and private trail partners.
- Community outreach meetings to be held in NK communities to gather information, and support and develop a volunteer work force for trail building and maintenance
- Develop partnerships with Federal, state, and local jurisdictions, businesses, public and private schools, Tribal governments, and citizens
- Support strong policies promoting trails in new housing and commercial development
- Develop incentives to encourage trail development on private property

Goal 2:

Promote healthy lifestyles by designing a trail system that serves citizens of all ages and abilities with diverse outdoor recreation activities.

- Create trails for all ages and abilities
- Create trail systems for diverse recreational activities (i.e. walking, running, biking, horseback riding, kayaking)
- Develop partnership with community health providers to encourage healthy lifestyles
-



Image: Friends of the Mariners Trail

Goal 3:

Establish trail routes that highlight the natural beauty of our region and promote appreciation of wildlife and natural systems.

- Maintain the natural landscape while building trails
- Recognize wetlands and animal corridors in trail systems by considering aquatic, plant, and wildlife habitat
- Coordinate with community naturalists/scientists in trail development
- Create viewpoints to highlight natural beauty

Goal 4:

Encourage innovative land uses to maximize public open space and development of trails between North Kitsap communities, working forests, agricultural areas and new development.

- Support conservation of open space in North Kitsap County
- Prioritize trail development and maintenance
- Incorporate the North Kitsap Trail Plan into regional development planning and discussion
- Address concerns and questions of private, public, and agricultural land owners on or near trail corridors in planning, construction and trail management.
- Create and promote a “trail etiquette” protocol.

Goal 5:

Provide educational opportunities and identify points of interest throughout the trail system that highlight cultural resources, working lands, local history and natural science.

- Integrate trail systems with public, private schools and colleges
- Create signs identifying “Points of Interest” throughout the trail system
- Create trails to connect community centers with environmental features
- Provide opportunities for trails to become an “outdoor classroom” for all ages and abilities

Goal 6:

Connect our trails with other regional, county, and cross-state trail systems.

- Provide trail **corridors** to connect individual communities within North Kitsap (**String of Pearls**)
- Provide trail **corridors** connecting North Kitsap trails with Bainbridge Island and Jefferson County from the ferries to the Hood Canal Bridge (**Sound to Olympics-STO**)
- Provide trails that are easily identifiable, signed and readily accessible
- Provide trail access information at major bus stops, Ferry Terminals and other municipal transit systems

Goal 7:

Promote our trail system as an eco-tourism destination and enticement for economic development.

- Make trail maps available to local businesses, tourism bureau, ferries, trail partners, etc.
- Keep NKTA website up to date with links to associated businesses in North Kitsap.
- Partner with businesses willing to sponsor NKTA events.
- Encourage and support local businesses

**Goal 8:**

Encourage non-motorized transportation by offering multiple trail access points and safe, reasonably direct routes between North Kitsap communities, local ferries and bridges, and popular destinations within each community.

- Support and provide pedestrian and bicycle commuter routes throughout North Kitsap
- Support and provide safe routes to schools
- Provide and support a diversity of trail types
- Provide and support linkages to municipal transit systems
- Support and provide connections to important community centers and environmental features.

Goal 9:

Promote Safety in Trail Planning Considerations

- Support and provide safe routes to school.
- Increase pedestrian trail use by improving trail safety.
- Promote and provide support for safety in roadside bike route planning by addressing County policies that inhibit bike route development.
- Lobby against county policies that block bike route/shoulder development
- Provide support for safe bike route development throughout Kitsap County

Goal 10:

Create a network of water trails that allow public access to shoreline by non-motorized boats.

- Maintain and provide signs at existing launch and rest sites.
- Develop new launch and rest sites as opportunities arise.
- Keep water trail maps up to date including amenities

Acknowledgements and Partnerships:

The North Kitsap Trails Association is a volunteer led non-profit but all of its work has been done in partnership with others. Without the ongoing support of The National Park Service, Olympic Property Group, Commissioner Steve Bauer and Kitsap County, the Kitsap County Health District, the Suquamish Tribe, the City of Poulsbo, Olympic Outdoor Center and the generosity of numerous volunteers, NKTA would not be where it is today.

NKTA's work was born out of the String of Pearls Vision; a concept developed by Olympic Property Group and President Jon Rose for OPG's 8,000 acres of land in North Kitsap. Olympic Property Group supported the formation of the North Kitsap Trails Association with a generous investment of their staff time, financial support, energy and ideas. Pope Resources and Olympic Property Group have also allowed public access and use of their private property for trails for many years. Jon Rose is on the NKTA Board of Directors and Sue Allison was the Secretary of NKTA for several years.

Kitsap County has also been a consistent partner. Former Commissioner Steve Bauer has been a stalwart supporter, is a NKTA board member and provided funding to support NKTA work. County staff has provided ongoing information, feedback, and have volunteered their time after working hours.

The National Park Service and Sue Abbott have been of tremendous help while NKTA worked through this effort. NKTA is appreciative of the two years of grant support that it received for Sue Abbott's time, through the NPS's Rivers, Trails and Conservation Assistance Program.

The Kitsap Regional Coordinating Council took on the task of organizing a county wide effort to address the challenges surrounding trails and in 2010 produced "Looking for Linkage, Non-Motorized Facilities in Kitsap County". Several NKTA members participated in that effort. KRCC generously allowed use of some elements of that document in this plan.

The Suquamish Tribe has generously assisted NKTA with two donations for materials to connect the North Kitsap Heritage Park with the White Horse Trail, hosted several NKTA planning meetings and printed maps for NKTA use. Tribal staff member Tom Curley, a NKTA volunteer, has provided a wealth of mapping expertise and has been NKTA's link to the Suquamish CAC and the Suquamish Tribe.

The Kitsap County Health Department and Cris Craig assisted significantly with designing and interpreting the community outreach survey.

The City of Poulsbo has hosted quantities of meetings, provided copying support and staff members have volunteered their time to support NKTA's work.

Kingston CAC and the Indianola Beach Club have also hosted meetings and donated funds to trails projects.

Volunteers: This trail planning effort began with volunteers and will end with volunteers. Many individuals have given untold hours and heart to this effort and NKTA thanks them all.

North Kitsap Trails Association Board of Directors:

John Willett- President, Duke Bourgeois - Vice President, John Kuntz - Treasurer, Jon Rose, John Hawkins, Carolina Veenstra, Dave Haley, Linda Berry-Maraist, Don Willott, Steve Bauer, Russ Perisho.

Trail Plan Committee: Linda Berry-Maraist - Chair, Sue Abbott - National Park Service Advisor, Carolina Veenstra, Lynn Schorn, Don Willott, Daria Nelson, John Kuntz, Dave Haley, Patsy Bryan, Ian Horton, Russ Perisho, Carolina Perisho, John Willett, John Hawkins, Ryan Farncomb, Alyse Nelson, Dennis Oost, Linda Marcuse, Cris Craig, Greg Cioc, Joan Lukasik, Jon Rose, Steve Bauer, Lee Derror, Sue Allison, Andrew MacMillan,

Writing Committee: Linda Berry-Maraist - Chair, Carolina Veenstra, Daria Nelson, Lynn Schorn, Patsy Bryan, Tom Curley, Don Willott, Carolina Perisho, Russ Perisho, John Willett, Dave Haley, Ian Horton, Dennis Oost, Russ Perisho, John Kuntz.

Maps: Tom Curley **Graphics:** Ian Horton & John Hawkins

Mapping Committee: John Willett - Chair, Tom Curley, Carolina Veenstra, Dave Haley, Don Willott, Andrew MacMillan

Outreach Committee: Linda Berry-Maraist - Chair, Lynn Schorn, Carolina Veenstra, Cris Craig, Andrew MacMillan, Jon Rose, John Willett, John Hawkins, Patsy Bryan, Daria Nelson, Tom Curley, Joan Lukasik.

Water Trails Committee: John Kuntz - Chair

NKTA Website: Andrew MacMillan

Fundraisers: Olympic Outdoor Center and John Kuntz: Paddle Kitsap 2009, 2010, 2011
Michelle Woodward: Poulsbo Marathon 2010, 2011

B: Plan Recommendations

This plan seeks to address the needs of a variety of user groups: pedestrians, cyclists, horse riders and paddlers. The plan will create a framework that will increase participation in all user groups and for people of all ages. At this time, these groups engage in their activities for recreation and health, with a small number of people who walk and cycle for transportation. The goal of this plan is to support and continue recreational usage and to increase active transportation.



Framework for Priorities:

Trails and open space go together.

Recreation trails and enjoyment of nature are intrinsically connected to open space. Without access to open space there are no trails to build.

Develop a strategic, phased approach to create the Sound To Olympics trail.

- Utilize different types of funding appropriate to improvements.
- Develop the overall plan in phases. Prioritize completion of the STO Trail. The STO Trail extends from the Bainbridge Island Ferry and Kingston Ferry to the Hood Canal Bridge. [For more detailed route descriptions refer to the Regional Trail Section-B]
- Build off the STO Trail and allow the bicycle route spine to complete missing links of the community connections.
- NKTA learned from community feedback that a greater percentage of people of the North Kitsap community will use a separated, paved shared-use path. Families, elderly, and novice riders may not otherwise bicycle or ride along roadsides because they do not feel safe.
- Separated shared-use paths may be less expensive than shoulders due to new storm-water regulations, especially when routes can follow the natural grade of the land and do not require increased efforts to obtain Right Of Way (R.O.W). from private property owners.
- Prioritize improvements to routes that will get more active transportation use.

Develop a spine of paved bicycle routes.

- NKTA recommends prioritizing one spine for paved on-road bicycle connection linking communities through and between urban centers, public transit, and primary employment centers. Creating a regional bicycle transportation spine will serve both commuters and recreational cyclists.
- Working with Kitsap County staff to evaluate the overall feasibility of the proposed spine routes will be imperative.

- There are challenges which are not resolved or need further evaluation such as, access to OPG land, cost implications associated with wetlands and steep grades, specifics of right-of-way availability and refinement of the Mosquito Fleet Plan in North Kitsap.
- **Prioritize safety.**
- Continue to prioritize funding for safe routes to schools in areas with neighborhood density to support
- cycling and pedestrian connections.
- Address high hazard areas to improve safety. In high hazard areas that will be part of the STO Trail, consider moderate shoulder improvements on alternate key routes, for example, uphill blind curves.
- Higher traffic speeds and volumes and more complex right and left turn lanes create hazards for cyclists. Consider alternative routes to major commercial arterials or high volume/high speed roads such as a separated, paved shared-use path.
- Install signage and roadway markings to increase awareness and visibility of pedestrians and cyclists.

Evaluate feasibility of complete route.

Paved, on-road, bicycle routes should be evaluated for their overall feasibility and built within a budget that plans for completion and continuity. Many historic roads were built without shoulders along valleys that follow creeks with wetlands. These routes have grown into high traffic arterials, creating a traffic hazard for cyclists, for example, Miller Bay Road. When designing roads, Kitsap County policy requires 8' shoulders in areas with high traffic volumes necessitating far higher costs as well as increased environmental impact. In these situations other lower traffic roads should be evaluated as alternative routes for both the potential cost savings and increased safety and comfort of cyclists.

- Look for alternative routes along lower traffic roads; bicycling on low traffic/low speed roads is safer, more pleasant and does not trigger the Kitsap County 8' shoulder policy.
- Avoid critical areas when possible; routes along ridges may have less critical areas than valley bottoms.
- Consider designing adequate improvement. Stress completion of the overall system versus perfection of one segment.
- Look for "latent" asphalt, extra wide auto lanes that can be restriped to provide decent shoulders with narrow but adequate auto lanes at minimal cost, for example the restriping of Big Valley Road.
- Consider making streets one-way as a means to add bicycle routes in existing urban areas.
- Safe integration of bicycles in auto lanes on low traffic/low speed roads may be accomplished with "sharrows" or other signage.

Setting Priorities:

Acquire access across the OPG property.

Without access, there will be no trails. NKTA's highest priority is obtaining access across the OPG property for the future Sound to Olympics Trail. This would link from Port Gamble south through the Port Gamble Block, proceed east across the Divide property to the NK Heritage Park and then into Kingston. It would also link west to Big Valley and from Big Valley south to Poulsbo, Suquamish and Bainbridge.

Conserve as much of the OPG open space as possible.

The Port Gamble Block is heavily used and highly valued by the North Kitsap community for recreation, enjoyment of nature and wildlife habitat and serves increasingly as an eco-tourism/adventure travel destination. NKTA's ranked priorities are:

1. As much land as possible in the Port Gamble Block (south of the town-site and mill-site). For cost effectiveness begin with the inland property.
2. The Option property.
3. Additional land in the Divide for trails, open space and wildlife habitat.
4. Additional land to extend the Hansville Greenway trails within a greenway corridor to Little Boston and Eglon and to provide a greenway corridor through the divide.
5. Additional land in the Hansville block for trails, open space and wildlife habitat.
6. The natural shoreline along Port Gamble Bay (south of the mill-site).

Evaluate the overall feasibility and cost implications of NKTA's proposed spine routes and confirm final routes with Kitsap County engineering staff.

All proposed routes have challenges which need to be evaluated. The Sound to Olympics Trail is dependent upon access across OPG land and WSDOT R.O.W.; both will take time and energy to resolve. The Miller Bay shoulder route needs to be evaluated as there is a critical nexus between the adopted County standards calling for 8' shoulders, the environmental impact and costs of 8' shoulders with adjacent critical areas, and the realities of funding limitations. These issues need to be addressed in a straight forward way and with a deadline for resolution. If this route is not feasible, the alternative is Port Gamble-Suquamish road. It is imperative that this major hazard be addressed and a route selected.

Work with Kitsap County and other agencies to resolve issues on Phase One water trails so that they can be officially opened with signage and maps.

Work with WSDOT to get high cost, active transportation projects in the discussion and planning stage.

WSDOT highways ring the North Kitsap communities. It is not possible to create feasible and safe bicycle routes without WSDOT participation, cooperation and support.

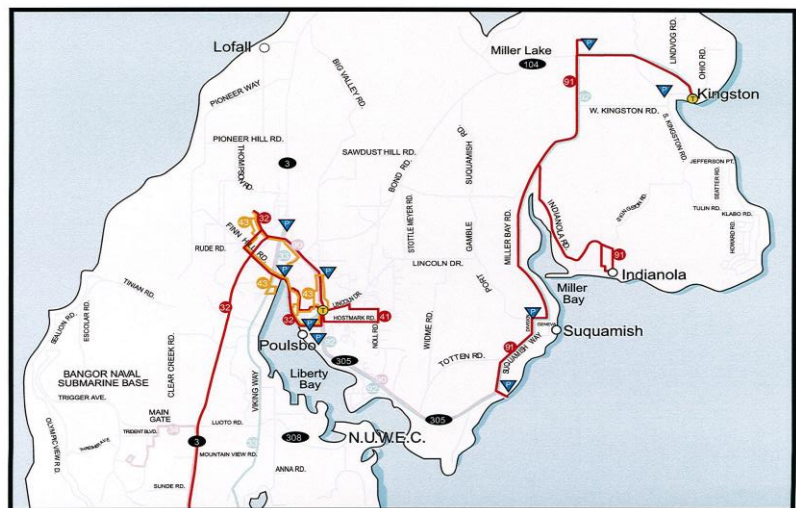
1. A top priority should be continuation of the paved shared-use path on the east side of Hwy. 305 from the Bainbridge Ferry terminal to High School Road. This is the most used bicycle commuter route beside a high traffic highway and does not have a continuous shoulder. Discussions with WSDOT and Bainbridge Island are needed to determine improvements.
2. The connection north from Poulsbo across Highways 305 and 307 (Bond Road) to Big Valley Rd. is both a popular cycling route and is a high priority hazard area that needs to be addressed. Discussions between Kitsap County, Poulsbo and WSDOT need to begin to plan for a solution.
3. Work closely with WSDOT to plan for the N-S STO Trail as much of the route on Bainbridge and south of Poulsbo will need to be within the WSDOT R.O.W.
4. The Agate Pass Bridge has unsafe conditions for cyclists and no alternative is possible. This is a key link for all North Kitsap communities and long-term options for improving safety should be discussed with WSDOT, Bainbridge Island, Kitsap County, the SuquamishTribe and Poulsbo.

Begin to address high hazard bike areas by building solutions.

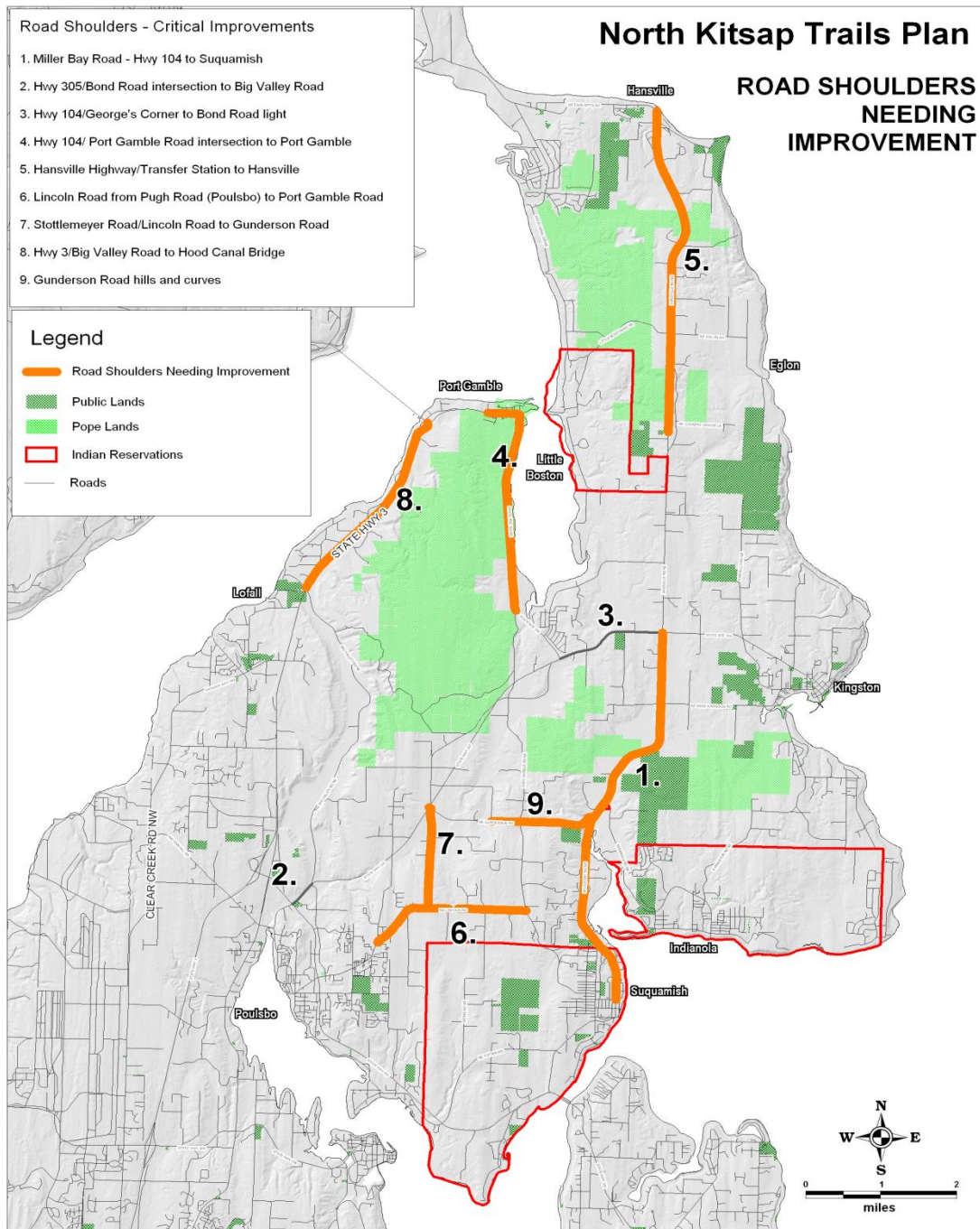
1. Completing Hansville Road shoulders to Hansville (currently on the TIP).
2. Prioritize safety concerns on high traffic roads with blind curves and no existing alternative bicycle route. Specific locations along Gunderson, Lincoln and Miller Bay Road with very limited visibility need to be evaluated for immediate minor shoulder improvements to address this existing hazard.

Look for and encourage creative solutions to encourage children to walk and bicycle to school in areas of urban density and improve transit links.

Some North Kitsap schools (Suquamish and Gordon Elementary Schools) have Right of Way (R.O.W.) and access challenges. Viable alternatives should be explored that address most of the needs even if not meeting full federal standards. Some improvements and compromises are preferable to no improvements; for example the dirt trail to Suquamish Elementary and the path which flanks the road west from Hansville. Similar emphasis and flexibility should be utilized to improve access to transit stops and increase ridership. Kitsap Transit should work with local jurisdictions to increase walking and cycling access to transit stops. Simple improvements such as bicycle racks and safer crosswalks should be implemented. Community education on active transportation to transit stops should be addressed.



Active Transportation:



Current High Hazard Areas Note: This map has not been finalized and will be corrected

Current bicycle route "High Hazard Zones" were identified in a January 2011 meeting with representatives from West Sound Cycling Club. These routes were identified as hazardous because of the combination of high levels of traffic, high speeds and inadequate or non-existent shoulders. Below are a list of existing hazard areas; not all high hazard areas are prioritized as part of our proposed spine.

- 1) *Miller Bay Road from Suquamish to Highway 104 at George's corner.
- 2) *Highway 305 intersection with Bond Road to Big Valley Road.
- 3) *East side of Hwy. 305 from the Vineyards development to High School Road on Bainbridge Island
- 4) *Highway 104 from George's Corner (Miller Bay Road and Hansville Rd.) to stop light at Hwy 104/307 intersection.
- 5) *Agate Pass Bridge on Hwy. 3
- 6) *Hansville Road from Kitsap County Transfer Station to the town of Hansville
- 7) **Gunderson Road hills combine a high traffic road that is currently the only E-W connection from Poulsbo to Kingston with areas of virtually no visibility. The uphill on curve west from Miller Bay Road to top of hill is particularly hazardous and the hill from Rova to Port Gamble Road also has poor visibility.
- 8) **Lincoln Road from Pugh Road in Poulsbo to Port Gamble Road.
- 9) ***Highway 104 from intersection with Port Gamble Road through Port Gamble. Portions of this road south of Port Gamble have virtually no shoulder at all.
- 10) ***Highway 3 from Big Valley Road to the Hood Canal Bridge (some sections do not have 4' shoulders and flank a very high traffic, high speed highway.
- 11) Stottlemeyer Road from Lincoln to Gunderson intersection with Bond Road.

* These routes are located along NKTA's "spine".

**This is not on the proposed NKTA "spine" but Gunderson-Port Gamble Suquamish-Lincoln is the alternative E-W route until the Sound to Olympics Trail is built and is a high priority for some safety improvements, especially in locations of limited visibility.

*** This is an alternative to the Sound to Olympics Trail.

Bicycle Routes on Shoulders

Standards: The following are the adopted bicycle and shoulder standards in Kitsap County:

1)AASHTO standard 4'bicycle lanes without curb or vertical barrier, or 5' with curb or barrier. In areas of high traffic and high speeds, wider shoulders should be considered to increase safety.

2)Kitsap County has adopted an additional standard for high traffic arterials (traffic greater than 200 DHV), which requires 8' shoulders as a "break down lane" for cars. It has been suggested that a bicycle shoulder should be in addition to the 8' shoulder.

3)Improvements that don't meet any set standard: 2-3'shoulders, described in the currently adopted Kitsap County 2001 Bike Plan as "even this much additional shoulder will substantially improve the

safety of the roadway for use by cyclists". According to AASHTO: "Paved shoulders should be at least 1.2 m (4 feet) wide to accommodate bicycle travel. However, where 1.2-m (4-foot) widths cannot be achieved, any additional shoulder width is better than none at all."

Cost implications: Since many of the NKTA Trails Plan designated bicycle routes follow the busiest roads in Kitsap County, the County's adopted high traffic arterial shoulder standard of 8' "trumps" both the ASHTO 4' bicycle lane standard and the 2-3' shoulder safety improvement, resulting in increased costs and environmental impact. Increased costs reduce the financial feasibility of adding bicycle lanes. For example, in 2008 a very short segment of shoulder improvements were built on Miller Bay Road between Indianola and Gunderson Roads. Because 8' wide shoulders were required for a car breakdown lane, over \$493,000 of *non-motorized* enhancement funds were used to improve less than ¼ mile of roadway, and in close proximity to a salmon stream and hatchery. NKTA believes this funding would have been far better spent by improving shoulders for a longer section of road. Financial resources are limited and funds need to be utilized efficiently. Building better, continuous shoulders (even if of less than ideal width on low traffic or low speed roads) is safer than building short disconnected segments of excessively wide and extremely expensive shoulders.

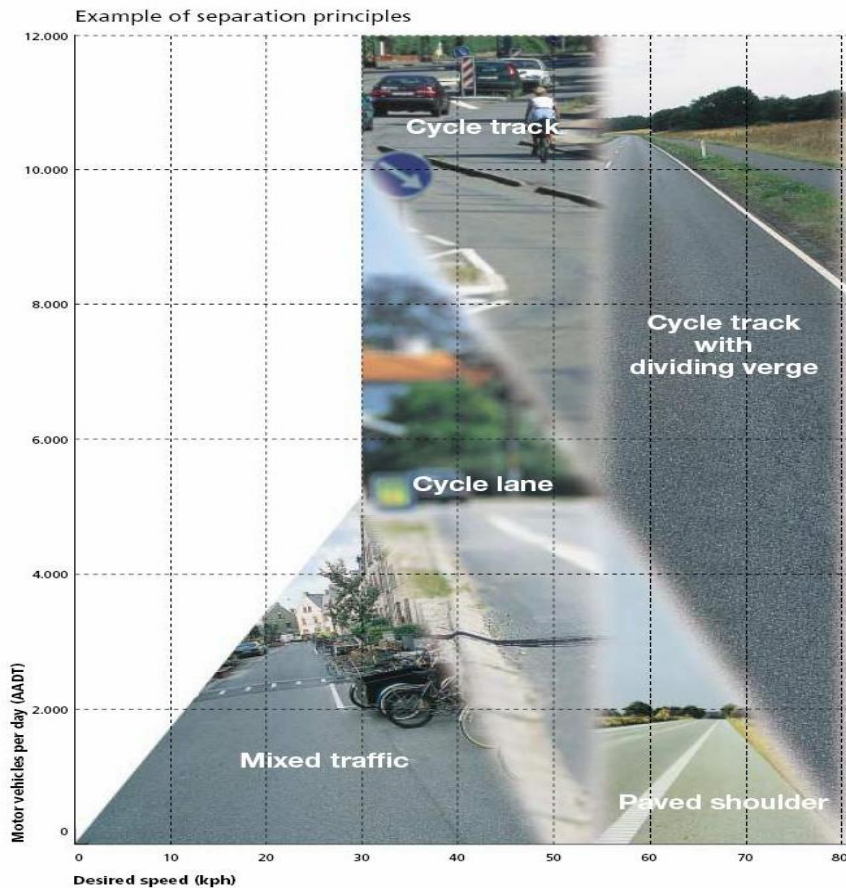
Traffic: High speeds and volumes of traffic increase the hazards for cyclists and simultaneously decrease the numbers of people who will ride in those locations. The NKTA community survey demonstrated that as the separation from traffic increases, the number of people who feel comfortable riding bicycle also increases. When asked about comfort levels riding bicycles on a road with moderate traffic respondents indicated:

- **8% were comfortable riding with no shoulder;**
- **29% were comfortable riding with 2' shoulders;**
- **71% were comfortable riding with 5' shoulders and**
- **92% were comfortable if there was a paved path separated from traffic.**

Community survey feedback resulted in NKTA's recommendation to have Kitsap County develop a bicycle route system to link NKTA communities and would include a combination of AASHTO-width bicycle lanes along roads and the paved, separated shared-use paths of the Sound to Olympics Trail. On lower traffic and lower speed roads, cyclists may be integrated with traffic. In some high hazard areas which may be replaced by the spine route in the future, narrower shoulder improvements may be considered to improve safety in the short term. Once the spine is developed, a mix of improvements along connection routes may be appropriate.

The currently adopted County bicycle plan has a very large number of high priority projects; most designated routes are of equally high priority. This policy of creating many priority projects, combined with a policy of building "opportunity projects" (adding bicycle lanes to road projects as they occur), has resulted in a series of disconnected shoulder improvements that aggravate hazardous conditions for cyclists. A series of disconnected shoulder projects does not increase safety or usage and is an inefficient way to spend public money. Bicyclists are frustrated that Kitsap County has not invested in bicycle facilities. NKTA believes the funds that the County has invested have been spent ineffectively.

Therefore NKTA has prioritized a single, paved bicycle route between North Kitsap communities to create a spine; every community will be connected, but not every road will become a bicycle route. Most of these routes have logistical or feasibility challenges which need to be resolved. In those cases an alternate route should be considered either as an interim measure or as a long term solution if other options do not prove viable.



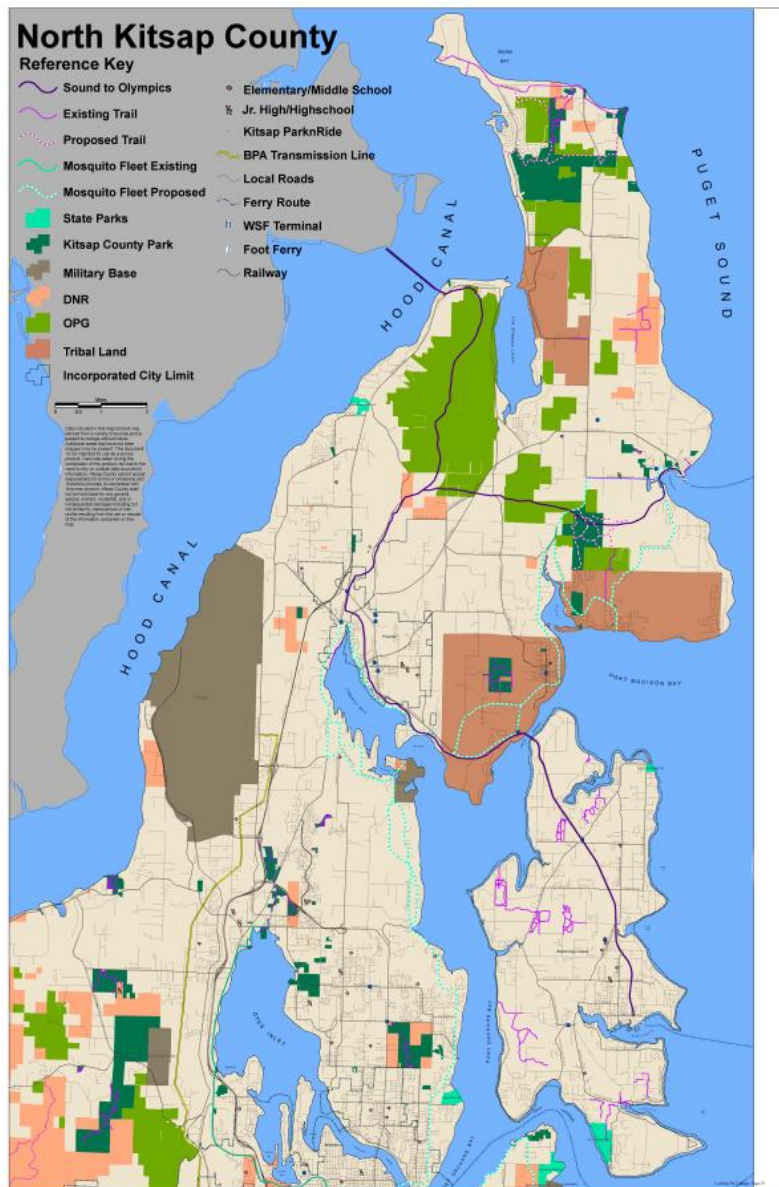
The graph above illustrates that as traffic volumes increase (vertical axis) and traffic speed increases (horizontal axis), an increasing level of separation from traffic is needed, up to a fully separated shared-use path. On low traffic/low speed roads, bicyclists can be integrated with traffic with additional signage such as “sharrows.” (This European diagram describes it as a cycle track with dividing verge; in the U.S. it is commonly called a separated shared-use path.)

Regional Connection Corridors:

Note on routes: The NKTA community survey documented that the majority of Kitsap residents do not feel safe walking or bicycling along high traffic/high speed roads without adequate separation from cars. Therefore, routes were selected to increase the number of people who would feel safe using the routes, not just to improve routes for current experienced adult bicyclists. Due to cost, a single, primary, separated shared-use path between the communities as a spine is NKTA’s current priority, but the community connectors should be built off of roads or along lower traffic and lower speed roads

whenever possible. NKTa's goal is to complete connections, improve safety for all and increase the use of the system.

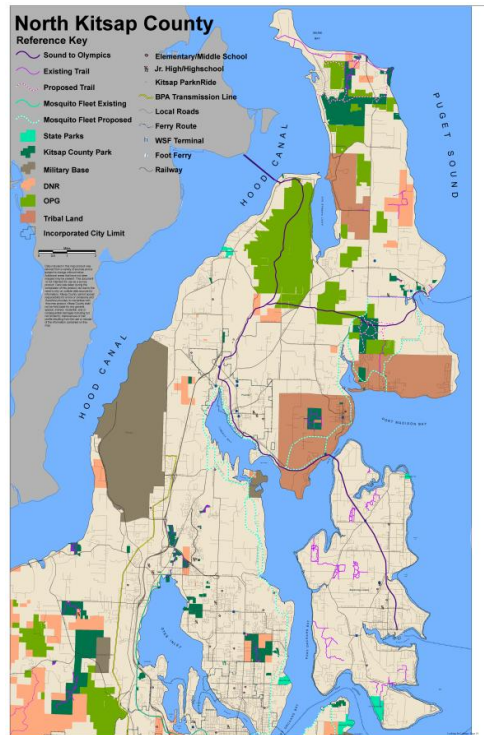
The topography in north Kitsap is hilly with glacial valleys running north-south. Historic roads which are now high traffic/high speed highways or arterials follow the flattest routes, which generally follow the creek valleys that include many wetlands. Alternative routes to these high speed corridors generally mean more hills. An additional challenge is that much of the proposed regional shared-use paths may be within the Washington State Department of Transportation Right of Way. Working with WSDOT effectively will be essential for a successful active transportation system in North Kitsap.



E-W & N-S Sound to Olympics Trail map (Note this map is not final)

Regional Connections: Sound to Olympics Trail

These are proposed as separate shared-use paved paths but are anticipated to be built in many phases over time. All routes are approximate and are anticipated to be refined and changed.

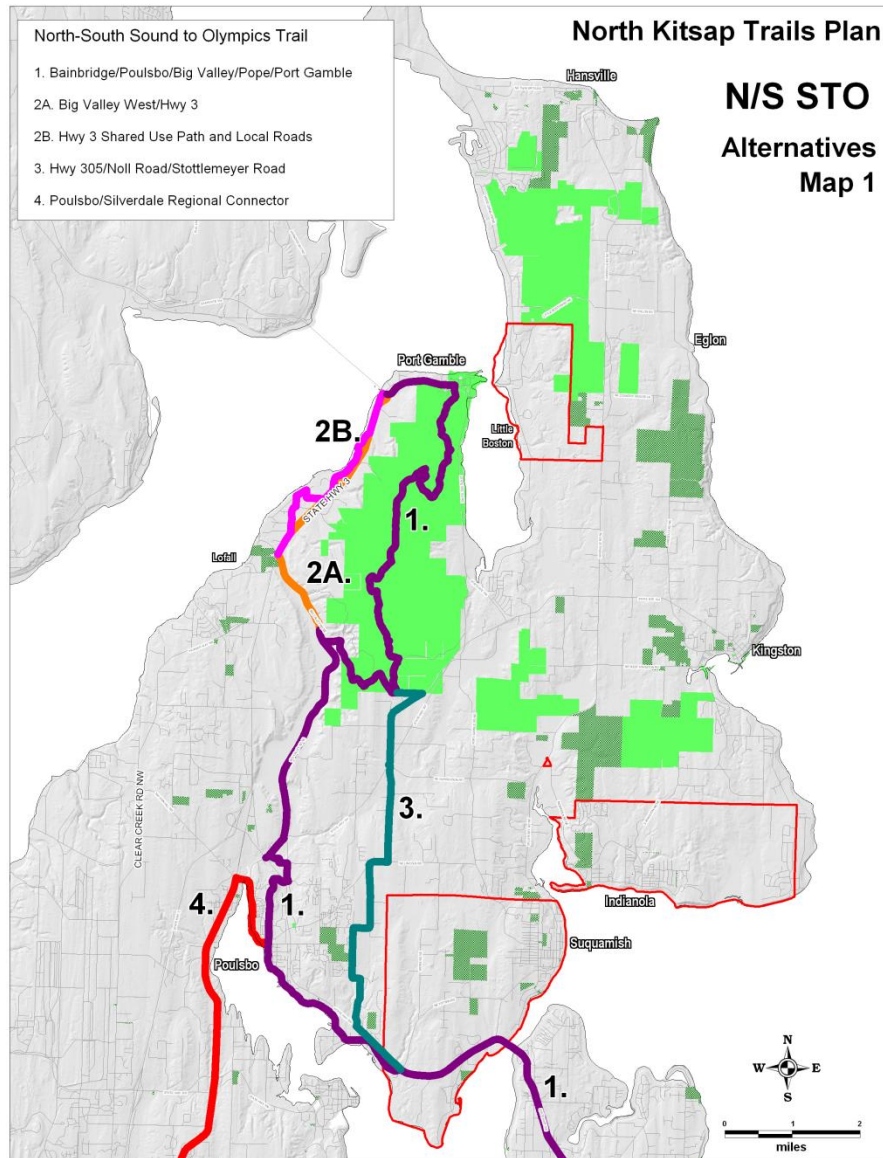


North South Sound to Olympics Trail (Map not final)

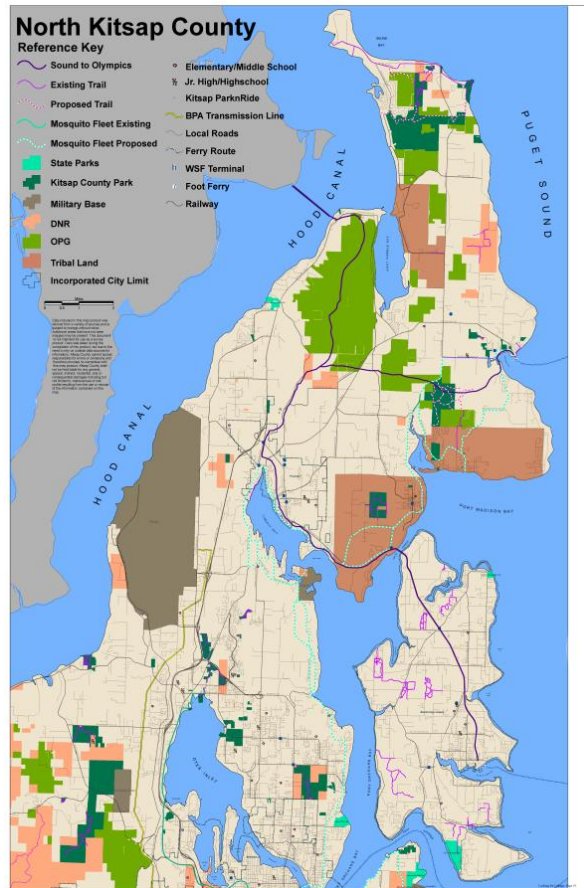
A) North-South Route: Bainbridge Island Ferry to Poulsbo, Port Gamble and Hood Canal Bridge

- Bainbridge Island Ferry to Hwy 305 along ROW
- NW on Hwy 305 and across Agate Pass Bridge.
- Left on Lemolo Shore Dr - turns into Fjord Dr (adjacent to Downtown Poulsbo)
- (Note, the route through Poulsbo is preliminary, may require one-way streets and is likely to have changes)
- Continue on 4th Ave and (potentially across private property) around hill
- Left on Liberty Rd and across Highway 305 at light
- Left on Little Valley Rd
- Cross Bond Road at stoplight
- North on Big Valley Rd
- North and east to OPG land*
- OPG off-road path north to Port Gamble*
- West on Hwy 104 to Hood Canal Bridge

**This option is dependent on access to privately owned OPG land. The alternative route would involve Highway 3 and some low traffic roads between Big Valley Road and the Hood Canal Bridge.*



Alternatives to N-S Sound to Olympics Trail



E-W Sound to Olympics Trail (Map is not final)

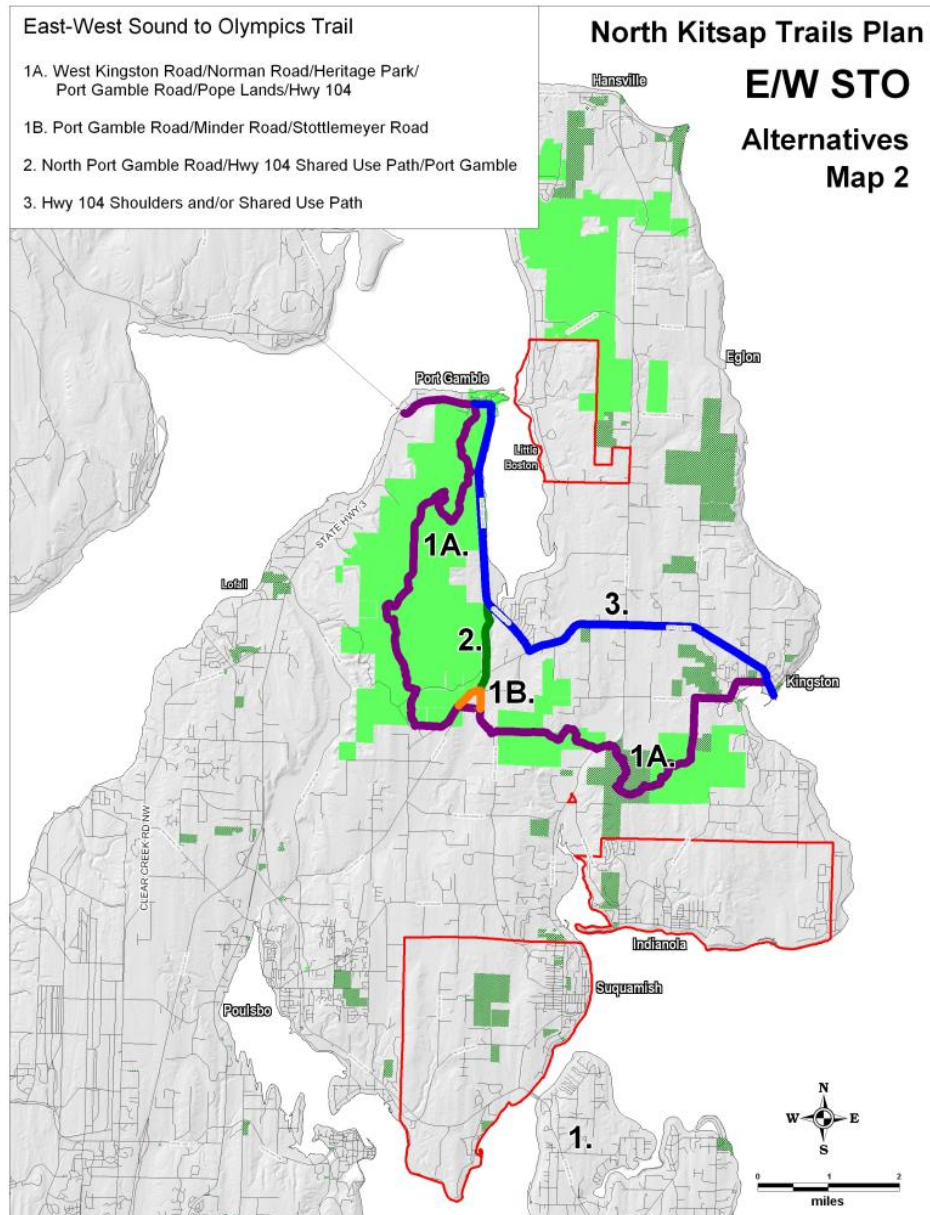
B) East-West Route: Kingston Ferry to Port Gamble and Hood Canal Bridge

- Kingston ferry to Hwy 104
- West on Hwy 104 to West Kingston Rd
- Left on West Kingston Rd
- Left on Norman Rd to OPG Option Property
- Spine Line off-road path through OPG Option Property and NK Heritage Park to Miller Bay Road
- Cross Miller Bay Rd to OPG Divide Property* (May require flashing light for safety)
- OPG off-road path to Port Gamble-Suquamish Rd*
- Right on Port Gamble-Suquamish Rd connecting via route to be determined.
- Cross Bond Rd (via stop light or future below grade crossing) to OPG land
- OPG off-road path intersection with N-S Sound to Olympics Trail
- north on N-S Sound to Olympics Trail to Port Gamble*
- West on Hwy 104 to Hood Canal Bridge

**This option is dependent on access to privately owned OPG land.*

***Pending Arborwood Development there will be a second access from South Kingston Road.*

The alternative route to the E-W STO would be on-road improvements connecting Kingston to Port Gamble via Hwy. 104



Alternatives to E-W Sound to Olympics Trail

Community Pearl Connections:

Community connections are routes using trails, shared-use paths and/or roads. Where a community is on the Sound to Olympics Trail, the shared-use path is the preferred route. In communities where there is an existing off-road trail without planned paved improvements, there will be two priorities: one for pedestrians, mountain bikes and horses, and a second paved shoulder route for road cyclists.

Community "Pearl" Connections Map: Suquamish, Kingston, Indianola (routes C,D,E,F)

C) Suquamish to Kingston

- Suquamish Way- turns into Miller Bay Road
- Miller Bay Road to entrance of North Heritage Kitsap Park
- Spine Line Trail off-road path through North Kitsap Heritage Park and OPG Option Property
- Norman Rd to West Kingston Rd
- East on West Kingston Rd to Kingston

(Note 1: Shoulders on Miller Bay Road have been a high priority of the community for many years. NKTA considered two alternatives: Miller Bay and Port Gamble-Suquamish roads. The bicyclist community preferred Miller Bay road because of the topography and directness. However current adopted Kitsap County policy would require 8' shoulders on Miller Bay Road because of the traffic volume and speed, increasing both costs and environmental impact near wetlands, creeks and shoreline. If the county believes that Miller Bay Road is not financially or environmentally feasible, creating Port Gamble-Suquamish Road as an alternative bicycle route spine should be considered.)

D) Suquamish to Port Gamble

- Suquamish Way- turns into Miller Bay Road
- Miller Way to OPG Divide Property
- OPG off-road path to Port Gamble-Suquamish Rd
- Right on Port Gamble-Suquamish Rd
- Cross Bond Rd to OPG land
- OPG off-road path north to Port Gamble
- West on Hwy 104 to Hood Canal Bridge

(See Note 1 above)

E) Indianola to Suquamish

- Indianola Rd to Miller Bay Rd
- Left on Miller Bay Rd - turns into Suquamish Way
- Suquamish Way to Suquamish

(See Note 1 above)

F) Indianola to Kingston

- Indianola Rd to Kitsap St
- Right on Kitsap St
- White Horse Trail to Spine Line Trail through OPG Option Property
- Norman Rd to West Kingston Rd
- East on West Kingston Rd to Kingston

Community "Pearl" Connections Map: Kingston, Hansville (route G)

G) Kingston to Eglon to Little Boston to Hansville

1. Low traffic road & unpaved trail route

- Hwy 104 to West Kingston Rd
- Left on West Kingston Rd
- Right on Barber Cut-Off Rd to Hwy 104
- Cross Hwy 104 onto Parcels Rd
- Parcels Rd to Eglon Trail (DNR)
- Eglon Trail (DNR) to Hoffman Road-turns into Eglon Road
- Eglon Road, across Hansville Rd/Hwy to Little Boston Road NE
- north on off-road trail through the Hansville Greenway to Twin Spits Road
- East on Twin Spits Road to Hansville

2. On-road route

On-road cyclists will utilize Hwy 104 to Hansville Road (paved shoulders).

The Port Gamble S'Klallam Tribe has a trail plan which includes a paved trail from Little Boston Rd to the Gliding Eagle store at the corner of Hansville Rd. Some of this has been built.)

Community "Pearl" Connections Map: Suquamish, Poulsbo, Kingston (routes H, I)

H) Poulsbo to Suquamish

- Fjord Drive turns into Lemolo Shore Drive – follow to Hwy 305
- South along Hwy 305, cross at light
- Left on Suquamish Way to Suquamish

The alternative route is Totten Road which has much lower traffic but more challenging topography.

I) Kingston to Poulsbo

- East-West Sound to Olympics Trail (see B above)*
- Connect on OPG property to North-South Sound to Olympics Trail*
- South on N-S Sound to Olympics Trail*
- South on Big Valley Road **
- Improve connection from Big Valley/Bond Road/Hwy 305 into Poulsbo***

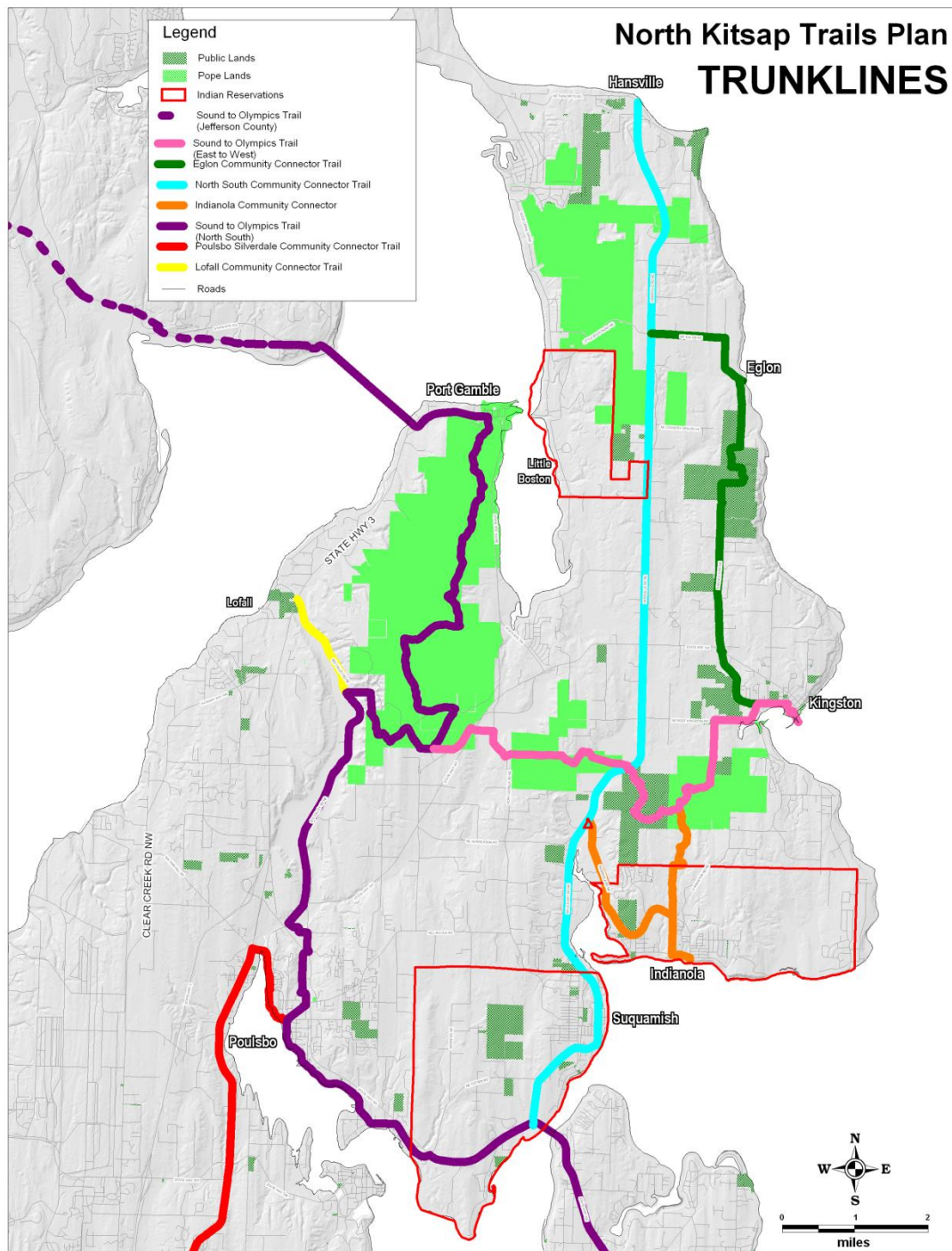
**This option is dependent on access to privately owned OPG land.*

***This option will require access across private property.*

****This connection is one of the worst existing hazard areas and is a heavily used route.*

The alternative route would connect via Miller Bay, Gunderson, Port Gamble-Suquamish and Lincoln.

Combined Regional and Community Connections:

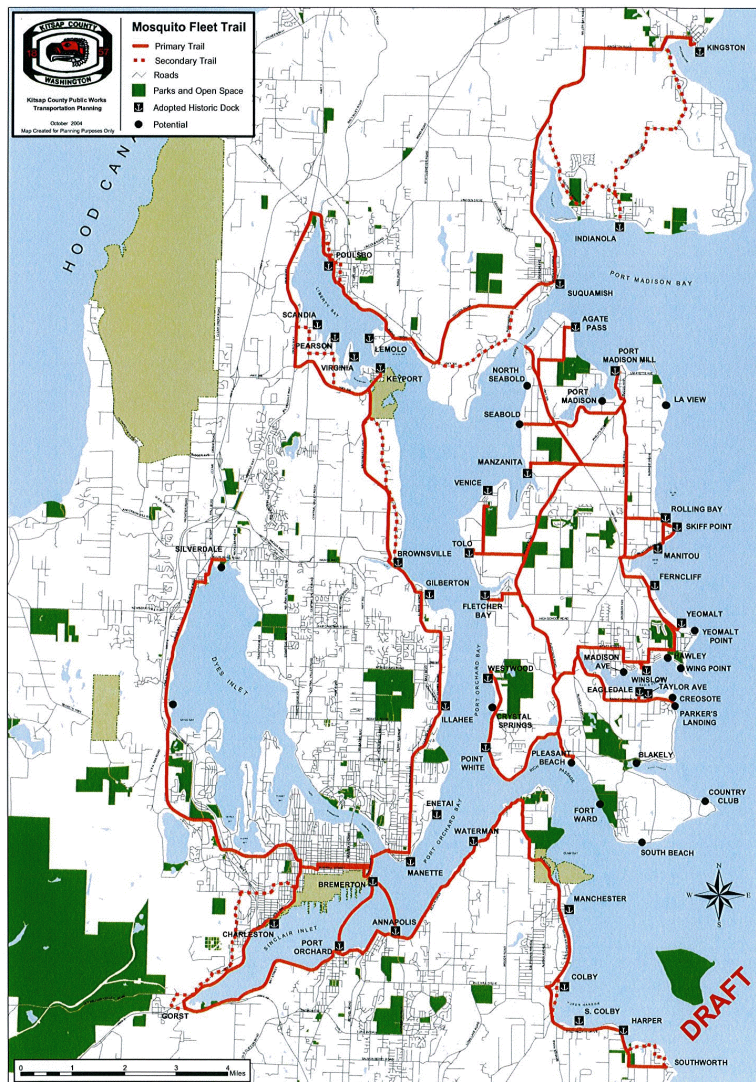


The combination of our Regional Trails (Sound to Olympics Trail) and Community Pearl Connections provides a spine of routes that connect all of our Kitsap communities. The Sound to Olympics Trail is a

separated shared use path that will have both a paved section for walkers, bicyclists, strollers and wheelchairs as well as an adjacent soft surface area for runners and horse riders. Alternatives to the Sound to Olympics Trail as well as Community Pearl Connections are generally on road shoulders for cyclists (except for the large blocks of Pope Resources land, creating off road trails is extremely challenging). There is an opportunity for a N-S connection from Kingston to Eglen, Little Boston and Hansville without shoulders. This is shown as an unpaved trail connection using low traffic roads, DNR property and OPG Hansville property to connect to the Hansville Greenway. The option of a low traffic off road alternative is not available between most of our communities.

The Mosquito Fleet Trail:

The Mosquito Fleet Trail (MFT) was envisioned as a bicycle/pedestrian route that would connect all the historic Mosquito Fleet docks (including all active Washington State Ferry terminals) in Kitsap County along the edge of the eastern shoreline of Kitsap County. Its stated intent was to serve bicycle and pedestrian commuters; recreational users were expected to be an additional bonus. However, its routes



do not always provide the direct connections that bicycle commuters generally seek. The planned corridor was originally 57 miles long but has since grown to be over 100. Portions of the MFT route (From Poulsbo south along the shoreline) overlap with the proposed Sound to Olympics Trail and clearly continue to be a key priority of the North Kitsap community. Other portions of the route (Miller Bay Road) overlap with the proposed spine link between communities. Some communities (including Bainbridge Island, Silverdale, Port Gamble, Hansville and Little Boston) were not included at all in the MFT plan. Currently MFT locations obtain funding priority from the regional allocation of transportation funding. NKTA recommends that designated regional spine routes (one bike route between communities including some portions of the MFT) receive priority for regional funding.

Water Trails:



The Water Trail Vision:

The vision for the North Kitsap Water Trail is a network of launch and landing sites, or “trail heads,” that allow people in paddle or small sail boats to enjoy the historic, scenic and environmental richness of Puget Sound through multiple-day and single-day trips. The water trails will promote safe and responsible use, while protecting and increasing appreciation of environmental and cultural resources through education and coordination.

North Kitsap Water Trail Plan

The plan is a guide to water trail implementation for the agencies, organizations and volunteers that will develop and manage water trail access points and programs. Recommended policies and procedures in the plan define how the water trail will take shape over time.

The initial stage of the plan is adoption by Kitsap County, followed by additional stages of development as other property owners join the plan.

The plan establishes a water trail backbone of existing and planned access points for non-motorized small boats that are intended as launches, open to the public, and do not have conditions that would prevent inclusion in the water trail. A subset of these are designated as Phase One projects and are high opportunity sites that require minimal planning, management changes and improvements (i.e. signage) on which initial implementation should be focused.

Water Trail User Groups

Target water trail user groups are boaters in paddle and small sail craft, such as kayaks, canoes, rowing shells, dragon boats, tribal canoes, rowboats, paddleboards, windsurfers, and more.

Issues and Needs

Implementing a water trail on Puget Sound addresses a range of issues and needs. Non-motorized small boating access is often limited by lack of signage or community knowledge of sites, launch design, availability of parking and other launch site facilities (e.g., restrooms). For multi-point trips, water trail users need access points that are near to each other. Multi-day trips require overnight accommodations at trail heads. Additional access issues are launch site safety and security, user conflicts, and accessibility for persons with disabilities.

The potential for many more boaters using the water trail necessitates care to protect wildlife and habitat resources. Primary concerns are disturbances of harbor seals, birds, special status species or damage to sensitive shoreline habitats. Appropriate location and management of trail heads, signage and establishment of good trail behavior and boating practices through a water trail education program are essential tools for protecting these resources.

Challenging conditions on Puget Sound can create personal safety and navigational safety and security problems for water trail users who may lack boating skills and familiarity with its unique conditions. Safe boating requires good boating skills; knowledge of Puget Sound conditions, navigational safety and security rules; and good planning for each trip.

Implementation of a comprehensive education, outreach and stewardship program is essential for a successful water trail. Primary tasks for the trail are to coordinate among existing outreach and education programs; to develop and promote consistent trail-related messages throughout the Puget Sound; to fill in educational programming gaps, such as targeting new users and tourists; and to provide trail-related guidance.

Principles for Implementation

Seven principles guide how agencies and organizations involved with the water trail should "set the tone" for water trail design, development and management.

1. Participate in the development of water trail strategies to improve and link access for non-motorized small boats, and address issues related to access, wildlife and habitat, safety and security, and education. Linkage to land based trail systems in North Kitsap would be a priority.
2. Participate in the site assessment and planning for trail heads to identify existing and anticipated trail-related uses of the site, and site-specific issues and needs
3. Identify sensitive wildlife and safety areas such as navigational exclusion/military zones, nesting areas and other areas that require providing users with particular information, limiting access or taking other special management actions.

4. Promote safety through a water trail education program, active coordination among non-motorized small boating groups, other mariners and regulatory agencies, and appropriate launch facility design and site management.
5. Provide educational resources to trail users that increases environmental education and interpretation, promote consistent and accurate educational messages in all outreach efforts, and is accessible to all water trail users.
6. Develop a water trail ethic that teaches and promotes safe, low-impact boating practices and encourages trail users to be stewards of the water trail.
7. Develop partnerships with local, state, regional, federal, tribal, and tourism agencies, organizations and other institutions to advance Implementation of the water trail.

Organizational Model

The trail model is shaped by needs, issues, interests and capacities of organizations to participate in water trail implementation.

1) NKTa will work with the County to implement the trail plan. 2) An advisory committee representing various interested entities would provide input on the trail head design and other implementation issues. This committee would initially consist of representatives from counties, cities, port districts, tribal, private, and other land owners. The advisory committee members are notified of all water trail meetings, projects and issues.

Development Phases

Phase 1:

- Create the backbone of the water trail using existing sites allowing public use.
- Establishment of an advisory committee to work on implementing Stage 2
- Trail Advocacy to incorporate the water trail into general and master plans, and support development of access projects that are consistent with the plan policies;

Phase 2:

- Add to Phase 1 water trail access points as opportunities arise. (Work with more challenging sites, private property owners etc.)
- Development of an education, outreach and stewardship program that includes trail signage; educational media; outreach and coordination; active, boater-to-boater education; and trail stewardship.
- Start documenting water trail use
- Development of launch design guidelines for non-motorized small boating access that is specific to the conditions of Puget Sound;
- Assessment and development of opportunities for overnight accommodations;
- Selective application of monitoring of impacts at trail heads where wildlife and habitat impacts are a major concern; and
- Working with shoreline managers to help them fund and support trail-specific trail head management.

Phase Two water trail sites may include private commercial businesses such as marinas, stores, casinos, overnight facilities (hotels or bed and breakfasts), private developments or tribal facilities if those owners would like to participate.

PHASE ONE WATER TRAIL SITES

Site ID	Site Name	Location	Jurisdiction
A0	Kitsap Memorial St Park	Hwy 3	Washington State
A1	Salisbury Point County Park	E Side of H C Bridge	Kitsap County
A11	Twin Spits	Twin Spits Road	Kitsap County
A2	Port Gamble Mill Site - Beach	Port Gamble	Olympic Outdoor Ctr./OPG
A5	Hood Canal Dr	Hood Canal Dr	Kitsap County
A6	Hood Canal PL Road End	Hood Canal Pl	Kitsap County
C10	Kingston Marina	Kingston	Port of Kingston
C11	Arness Park	S Kingston Rd	Kitsap County
C3	Norwegian Point Park	Hansville Rd	Kitsap County
C3-B	Point-No-Point	Old Boat House	Kitsap County
C4	Point No Point Light House	Point No Point Rd	Kitsap County
C5	Pilot Point		Kitsap County
C6	Port of Eglon	Eglon Rd	Port of Eglon
C7	Ludlow Dr Road End	Ludlow Dr	Kitsap County
C8	Apple Tree Point Road End	Kingston	Kitsap County
C9	North Beach	Kingston	Port of Kingston
D1	Jefferson Pt Rd End	Jeff Point	Kitsap County
D2	South Villa Dr		Kitsap County
D6	Indianola Dock	Indianola RD	Port of Indianola?
D8	Suquamish Tribe Dock		Suquamish Tribe
D7	Indianola Waterfront Preserve	Indianola RD	Kitsap County/GPC?
D10	Old Man House Park	Suquamish	Suquamish Tribe
E17	Ona RD NE		Kitsap County
E18	Skookum Rd End		Kitsap County
E1	Port of Keyport	Keyport	Port of Keyport
E10	Port of Poulsbo Boat Launch and Dock	Poulsbo	Port of Poulsbo
E11	Poulsbo Fish Park	Poulsbo	City of Poulsbo
E12	Liberty & Bay Rd/Old road 59	Poulsbo	City of Poulsbo
E13	Olympic Outdoor Dock	Poulsbo	Olympic Outdoor Ctr/Port of Poulsbo
E15	Keyport Park	Keyport	Keyport
E16	American Legion park	Poulsbo	Poulsbo
E19	Poulsbo Yacht Club	6th St./Lions Park	Poulsbo
E2	Lemolo area road ends	Lemolo	Kitsap County
E3	Oyster Plant Park	Poulsbo	City of Poulsbo

Site Key Description

1st Letter = Area Identifier

2nd Number = Sequential Marker

ex. A1 = Hood Canal Site 1

Area Identifier

(A = Hood Canal Site)

(B=Bed and Breakfast)

(C=Hansville to Kingston)

(D=Kingston to Poulsbo)

(E=Liberty Bay Sites)

(F=Port Orchard Narrows)

(G=Bainbridge Island)

Safe Routes to Schools:

Safe Routes to School is a Federal Program administered through the Washington State Department of Transportation (WSDOT). Safe Routes to Schools was established in 2005 by the Federal Highways Administration (FHWA) to provide funding for states to address and promote safe walking and bicycling to and from school through education programs, enforcement and engineering. That same year, the Washington State governor and legislature made a 16 year commitment to provide state funding to the Safe Routes to Schools program. Since 2005, Washington State has received \$10,847,576 of FHWA Safe Routes to Schools funds and an additional \$8,278,942 of state funds.

Safe Routes to School is also a funding priority for Surface Transportation Program (STP). Non-motorized funds distributed through the Kitsap Regional Coordinating Council currently are prioritized to Safe Routes to Schools and the Mosquito Fleet Trail.

Improving safe routes to schools is a high priority in the North Kitsap community. The intent of the trail plan is to encourage and establish habits of active transportation and recreation in North Kitsap's school-age population. Some school locations outside of urban areas will never be feasible for many students to walk to and some projects have received priority for funding for schools when the population they serve is not primarily students. NKTa recommends that Regional funding priority for school safety should only be given to projects that are located in areas with sufficient density to generate reasonable levels of use, and which genuinely serve all school age populations (not just 8th grade and below).

The goals of the Safe Routes to School Program are:

- Reduce potential pedestrian and bicycle conflicts with motor vehicle traffic.
- Reduce traffic volume around schools and/or establish safer and fully accessible crossings, walkways, trails and/or bikeways.
- Get more children walking and bicycling to school.
- Improve air quality around schools.

Safe Routes to Schools projects are limited to education programs and engineering improvements within two miles of elementary and middle schools (K-8). Engineering improvements could include:

- Sidewalk improvements
- Traffic calming and speed reduction improvements
- Pedestrian and bicycle crossing improvements
- On-street bicycle facilities
- Off-street bicycle and pedestrian facilities
- Secure bicycle parking facilities

In 2007, proposed Safe Routes to Schools projects were evaluated using these four criteria: engineering; enforcement of traffic safety; implementation; and education. Educational efforts teach youth about bicycling and walking safety skills, the health benefits and environmental impact of walking and cycling, the broad range of transportation choices, and events and activities for promoting safe active transportation to school. In addition, future funding cycles will also reward projects that will significantly reduce vehicle miles traveled (VMT), and in this way favor projects with a significant

number of students living within two miles of school. To date, Suquamish Elementary, Poulsbo Elementary and Poulsbo Middle Schools in North Kitsap have all been the recipients of Safe Routes to Schools funds.

Next Steps:

This Trail Plan is designed to continue to be updated and implemented over time. To plan and develop a spine of paved bike routes in North Kitsap it will be necessary to resolve the questions raised in this section. NKTA recommends starting with the following:

- Prioritize KRCC Regional Funding to: Safe Routes to Schools, Regional Spine, Mosquito Fleet Trail.
- Acquire access across OPG properties for N-S and E-W Sound to Olympics Trail.
- Explore all options to conserve OPG open space, begin with Port Gamble inland block.
- Evaluate the feasibility of NKTA's proposed spine routes; confirm routes with County staff.
- Implement Phase One water trails.
- Work with WSDOT to get active transportation projects in the discussion and planning stage.
- Address high hazard bicycle areas.
- Encourage solutions to improve transit links and encourage children to walk and bicycle to school.

C: Open Spaces: The Key to Trails

In the NKTA survey, the highest priority overall and the highest priority in every community and in every age group, was walking trails. The beauty of simple walking trails is that they are easy to build, can be built and maintained by volunteers, have minimal environmental impact and provide people of all ages the opportunity to get outside and enjoy nature. The challenge of simple walking trails is that they cannot exist without public access to open space.

In North Kitsap, the community sees lots of natural areas but very little of it is protected. This area has long enjoyed Pope Resources' generosity allowing public access to their 8,000 acres of open space. Only 13% of Kitsap County's Heritage Park acreage is in North Kitsap, State parks and DNR lands are small and other than the Hansville Greenway/Buck Lake and the North Kitsap Heritage Park, permanent protected large areas of open space are limited. If the Pope Resources Land is lost, North Kitsap will lose close to 90% of the open space the community currently enjoys.

Securing permanent access to open space is the key to walking trails and walking trails is the top priority of the community. There may be additional property that can be preserved for open space, perhaps DNR land or private property. Securing permanent access to North Kitsap open space should be a top priority of our County.

North Kitsap Heritage Park

North Kitsap Heritage Park is located roughly midway between Kingston and Suquamish, and in a triangle delineated by those two communities and Indianola. The park lies in a location key to connect those three communities. It is also a strategic hub for creation of an off-road regional East-to-West Sound to Olympics cross-North Kitsap trail.

HISTORY

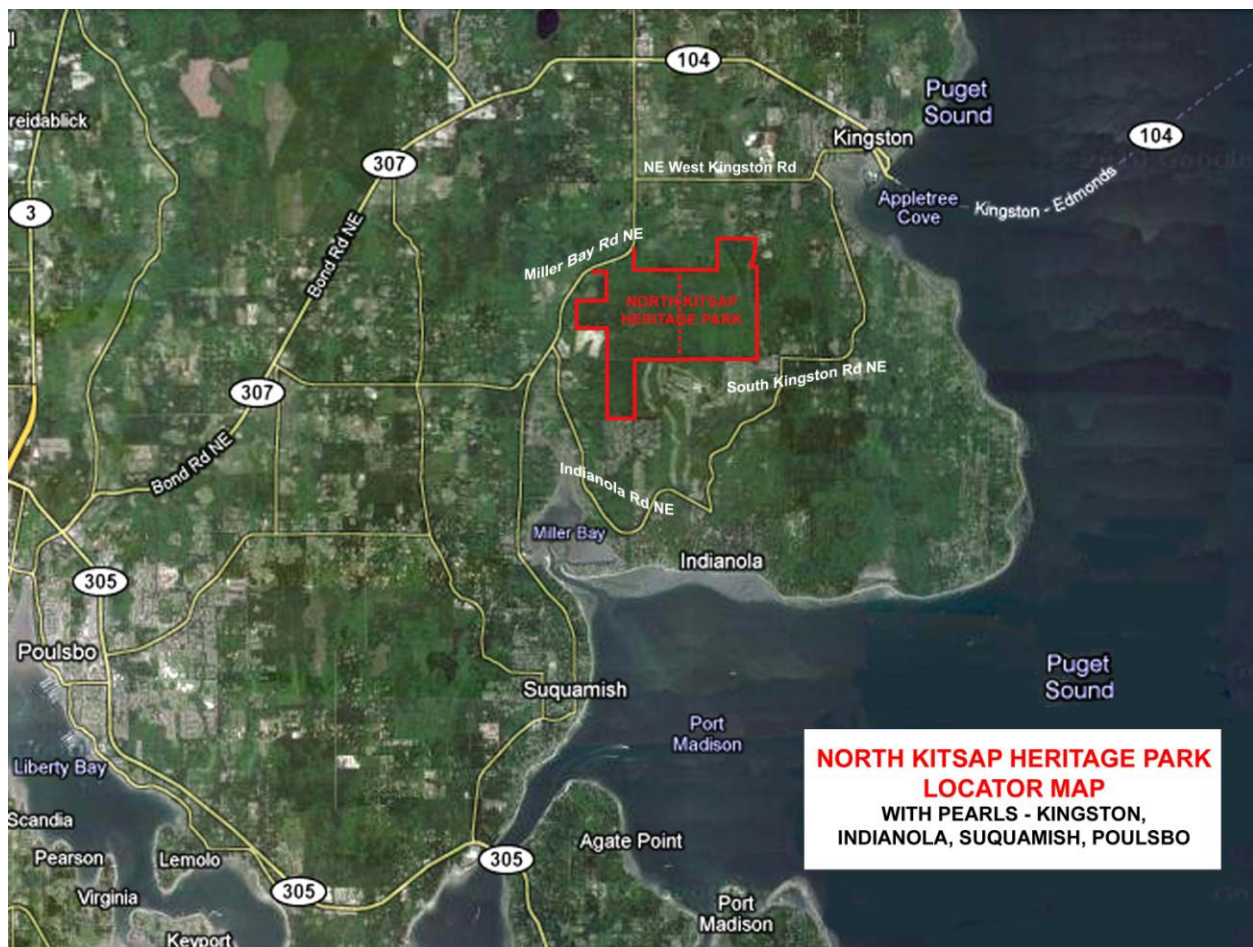
The land which is now the North Kitsap Heritage Park and the adjoining acreage to the east has been timbered forest land until only recently. It was owned by the Puget Mill Company as early as 1909, which became part of Pope and Talbot Inc. Portions of the property were logged as late as 1988. The bulk of the North Kitsap Heritage Park, 430 acres, was purchased by the county in 2005 from Olympic Property Group (OPG), the real estate arm of Pope and Talbot. An additional 18 acres adjoining Miller Bay Rd. NE at the northwest corner of what is now the park was operated as a gentleman's farm since 1997. This parcel was purchased by the county in 2006 to provide road access to the park. Any discussion of the park must include the 365 acres owned by OPG that immediately adjoin the park on its east side. This property is known as the "option property" since it has been optioned by OPG for purchase by Kitsap County. The county has been granted a perpetual easement by OPG for trail

development on the property until final disposition of the property is settled. Regarding trails, the North Kitsap Heritage Park and the option property should be considered as one property.

In May, 2006 the county finalized a master plan for development of the park (including the option property). The park entrance was developed by Kitsap County to include a paved apron adjacent to newly constructed turn lanes on Miller Bay Rd. Work was completed in 2008 but financial considerations have prevented further development of that plan to date.

Since the 1970's, individuals from nearby communities became accustomed to using the timber land for recreational purposes, including bicycling, trail running, hiking and various motorized uses. This unofficial recreational use increased when timber operations ceased.

NORTH KITSAP HERITAGE PARK (INCLUDING OPG OPTION PROPERTY)



Beginning in late 2008, a group of individuals contacted Kitsap County to recognize recreational use of the park property. The North Kitsap Heritage Park Stewardship Group was sanctioned by the county in April, 2009 and volunteers began work on projects to open the park for recreational use. An entrance area was developed at Miller Bay Rd. which included an enlarged parking area, an information kiosk and signs. Trails were constructed to connect the Miller Bay Rd. entrance and connect the newly constructed White Horse Public trail with the existing network of old logging roads in the upland areas, Color coded markers were erected to delineate the trails and trail maps were developed for public use. The park was declared officially open for limited recreational use in January, 2010 with a news release that announced the opening.

TODAY

The topography of the park is generally low wetland on the north and dry uplands to the south. A steep east-west slope characterized by deep ravines separates the two. These north slopes are dominated by seeps feeding the Grover's Creek drainage. The lowlands are less than 100 feet above sea level and the uplands reach elevations as high as 325 feet.

The park and option property are mostly dense second growth forest. Some areas were logged as



recently as 1988, and others as long ago as 1940. The oldest stands are generally inaccessible due to the wet conditions found in the lowland northern portions of the Grover's Creek drainage. Trees are primarily Douglas Fir, Western Red Cedar, Western Hemlock, Red Alder and Big Leaf Maple. White Pine, Madrone, Sitka Spruce, Bitter Cherry and Dogwood can be found in some areas. The underbrush in most areas is a mix of Salmonberry, Red Elderberry, Red Huckleberry, Salal, Sword Fern and Indian Plum. An exception is the flat sandy area of about 100 acres in the approximate geographic center of the park which is heavily covered with scotch broom intermixed in areas with emerging young evergreens. Invasive species which may be found in other areas are English Ivy, holly and laurel.

A depiction of the park and option property habitat as presented in May 2006 is found on the Kitsap County Parks and Recreation North Kitsap Heritage Park web site at

http://www.kitsapgov.com/parks/heritageparks/north_kitsap.htm under the heading Habitat Assessment.

Wildlife in the park is diverse. The large mammals that have been sighted include black bears, mule deer, coyote and beaver. Raven, Pileated Woodpeckers, Barred Owls and many other species of birds have been seen.

There are over 6 miles of natural surface trails in the park and option property. Approximately 4-1/2 miles are on old existing logging roads, with the remainder being single track primitive trails. The Stewardship Group continues work to maintain and improve existing trails, keep the park clean, eradicate invasive species, and observe and report unauthorized uses.

Access to the park can be made at the main entrance on Miller Bay Road and at the south end of Norman Road in Kingston. The park can also be accessed via the White Horse Public trail from its south end at Indianola Road and Kitsap Street in Indianola. Parking for up to 20 cars is available at the Miller Bay Rd. entrance. The Miller Bay Road entrance is on Kitsap Transit Route 91. Parking is very limited at the Norman Rd. and Indianola Rd. accesses.

North Kitsap Heritage Park is a primitive park. There are no restroom or other facilities. It is a pack-it-pack-it-out park with no trash collection.

The location of the park, between Kingston, Indianola and Suquamish, is a focal point for trails between those communities and communities north and west. The park is a hub for the future off-road, east-west Sound to Olympics trail between the Kingston ferry and the Hood Canal Bridge. Kitsap County Public Works Department is currently investigating the feasibility of constructing this section of the Sound to Olympics trail.

North Kitsap Open Space Land Conservation Proposal

Olympic Property Group (Pope Resources) is the largest single property owner in North Kitsap and the whole of Kitsap County. OPG owns four large tracts of property in North Kitsap, three of which are almost connected. Having such a large property owner provides a tremendous opportunity both for the conservation of open space and for trail connections. The ability to obtain long continuous routes with the agreement of just one property owner provides an opportunity similar to railroad corridors. For North Kitsap, these properties provide the only feasible possibility for off road routes east from Kingston to Port Gamble and to Poulsbo, and south from Port Gamble to Poulsbo, Bainbridge and Silverdale. They are key to the future of the Sound to Olympics Trail. In addition, the nearly 8,000 acres of land provides a tremendous opportunity to preserve open space, both for people and wildlife.

As Kitsap becomes more urban, the ability for people to get outside to exercise, enjoy nature and teach their children to treasure the natural world will become even more important. The Port Gamble property is becoming an increasingly popular tourist destination and could provide the means to turn North Kitsap into a eco-tourism and adventure travel destination. Kitsap County currently receives less income per capita from tourism than any other county in the state of Washington. This is despite the fact that it is one ferry ride away from Seattle which is the 13th largest tourist destination in the U.S. Following the model of the Methow Valley, preserving open space with trails could boost the local economy, help create jobs and turn North Kitsap into a viable outdoor recreation destination. This would capitalize on the Kitsap Visitor and Convention Bureau's motto; *Kitsap - the Natural Side of Puget Sound*. Recent state efforts to obtain designation of Puget Sound as a National Maritime Heritage Area

was championed locally by the Chair of the Suquamish Tribe. The unique combination of Kitsap's maritime history, cultural history, distinct historic waterfront communities and large areas of open space, trails and outdoor recreation opportunities, could create a truly unique destination for tourism in our region.

Currently the largest block of secured open space in the north end is the 448 acre North Kitsap Heritage Park. Though North Kitsap feels green with natural open-space, there is far less protected open space in Kitsap County Commissioner District 1, than the other Commissioner districts. Of the 3420 acres of large open spaces that the County has preserved as part of their Heritage Parks system, only 13% are in North Kitsap. DNR and State owned property widen the disparity with the 6,000 acre Green Mountain State Forest adjacent to Bremerton and 23,000 acre Tahuya State Forest adjacent to Central/South Kitsap. The majority of land that County residents use for outdoor recreation in North Kitsap is private property and belongs to Olympic Property Group.

North Kitsap Trails Association believes that the choice of either conserving, or losing these thousands of acres of open space, will change the face of North Kitsap forever.

The four blocks of OPG property starting from Kingston are:

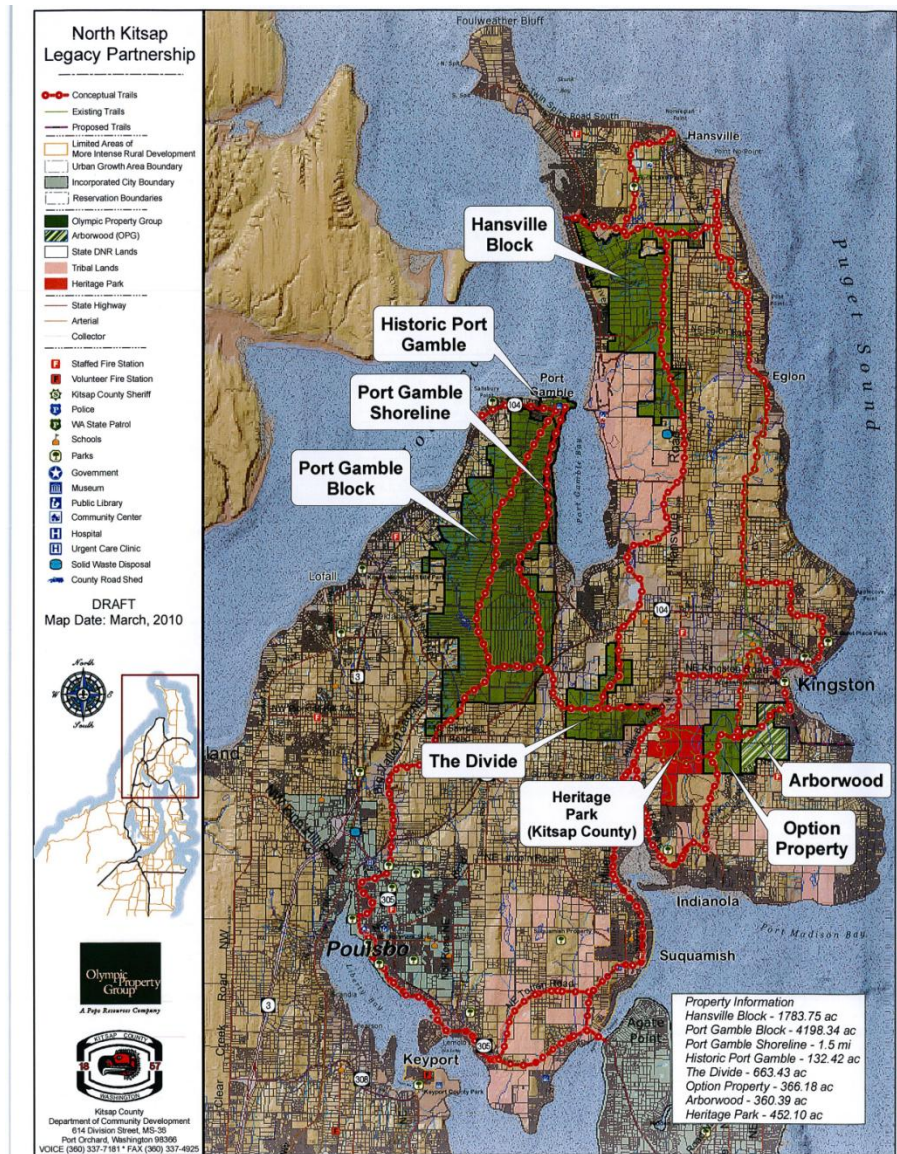
1) **North Kitsap Heritage Park and the Kingston block.** This is already divided into three sections, Arborwood development (approved by the County but not built), the “Option Property” and the County owned North Kitsap Heritage Park.

- a. Arborwood is a 364 acre property that has an approved plat for residential development. It includes 104 acres of open-space and includes plans to link through trails from South Kingston Road through the Option property and North Kitsap Heritage Park to Miller Bay Road. Olympic Property Group will build a shared use path in phases as the project is built.
- b. The Option property consists of 365 acres that Kitsap County has had an “Option” to purchase for close to eight years. Due to increasing financial challenges, the original County funding for the purchase has been diverted. The County has applied for grants multiple times with limited success. The four different grants applied for in 2010 resulted in one grant for \$100,000. The County owns an easement across the property which NKTA has improved as part of the “Spine Line Trail” to Norman Road and also the link to the Whitehorse trail which will link to Indianola. The goal of securing connectivity between Indianola, Kingston and the NK Heritage Park has already been met. For grant application purposes, the County organized grants to focus on the wildlife habitat and wetlands on the northern section and the value for trails on the southern section. The County currently has grant funding to plan for a shared use path from Miller Bay Road through the Heritage Park and Option property to Norman road.
- c. The 448 acre North Kitsap Heritage Park is adjacent to Miller Bay Road and now has a small gravel parking lot and trail kiosk.

2) **The 664 acre "Divide" property** is directly west across Miller Bay Road from the NK Heritage Park. This is a high speed road and crossing here may require a blinking light or other improvements. On the east side the "Divide" is accessed by a low traffic shared road from Port Gamble-Suquamish Road. There are a few logging roads on this property and it is very important for future trail connectivity and wildlife habitat. Extending the Sound to Olympics Trail from the NK Heritage Park will require a boardwalk in the area of Grovers Creek. There are a few options to connect the Divide to the Port Gamble Block using low traffic roads and or obtaining permission from private property owners.

3) **The 4,249 acres of open space and trails on the Port Gamble block** (south of the town and mill site), is heavily used by the community and visitors from outside the region. The open space surrounds the historic town of Port Gamble on the north and reaches south to Bond Road/Hwy 307 near Stottlemeyer and Minder Roads. Safety considerations will be key; crossing Highway 307 may be safest at the existing light currently. The Port Gamble Block nears Big Valley Road on the southwest but access would likely need to be purchased.

4) **The 1,784 acre Hansville block** adjoins the Hansville Greenway on the north and the Port Gamble S'Klallam tribal property on the south. It is not heavily used by the community for trails but is valuable for wildlife habitat, connectivity to the Greenway and future trails. It cannot be easily linked to the other three OPG properties but it could extend the Hansville Greenway trails and provide a trail from Hansville to Little Boston.



Map from North Kitsap Legacy Partnership Proposal

HISTORY

The Pope and Talbot mill was established in Port Gamble beginning in 1853 and was the oldest continuously operating sawmill in the U.S., when it closed in 1995 after 142 years. The bulk of this land has been in Pope Resource's ownership for many, many years.

Pope Resources has long allowed public access on their properties. Community members and visitors enjoy using the trails and logging roads year round. The southeast accesses near Stottlemeyer have room for horse trailers and are popular for horseback riding. Dog owners appreciate the freedom to walk the trails with their dogs off leash. In recent years the Port Gamble property has become widely known as a mountain bike destination and year round center for mountain bike and running events. In 2007 Olympic Property Group announced they would be divesting themselves of their North Kitsap property and held a community meeting in June 2007 to discuss the future of this land and possible options. The meeting was attended by 534 members of the community. The public provided 640 responses to a questionnaire; 97% reported that trails and riding opportunities are very important to the quality of life in Kitsap County, with 51% hiking, 31% riding bikes and 18% riding horses. 85% said they would support the formation of a regional trail district and system like those of Winthrop and Whistler Village. 59% said they used Pope's lands more than ten times per year.

In 2009 Kitsap County Commissioner Steve Bauer began working with Olympic Property Group to discuss an opportunity to partner with the County to preserve the open space with the goal of having close to 7,000 acres of open-space permanently protected and in public ownership. The proposal was to transfer development into and near the Port Gamble town site as a means for Olympic Property Group to realize the real estate value of their property. Early in 2010 Steve Bauer and OPG's Jon Rose jointly announced the North Kitsap Legacy Partnership at a Kitsap Economic Development Association event. During the following year concerns about real estate development in Port Gamble were voiced. The Port Gamble S'Klallam tribe met with a variety of environmental organizations and opposed the concept, in particular, the concept of a Fully Contained Community in Port Gamble.

TODAY

Early in 2011, Commissioner Bauer altered his support for a "Fully Contained Community". He advocated engaging with the Cascade Land Conservancy (CLC) and the Great Peninsula Conservancy (GPC) to focus on obtaining conservation grants. Commissioner Bauer resigned in March of 2011. The CLC applied for a Coastal Estuary grant which, if successful could fund half the cost of about 200 acres of shoreline. Feedback is expected in the fall of 2011. No other grants have been applied for. At this time, OPG and CLC are discussing an agreement providing CLC an 18 month option on the property to allow another chance to preserve this land. NKTA believes that with a conservation strategy relying primarily on grants, the future of the land remains in jeopardy. NKTA supports all efforts to preserve these thousands of acres of land as open space and believes an array of alternatives to conserve the Port Gamble property needs to be explored. NKTA believes the need for action is urgent as losing the large blocks of OPG land as permanent open space, will change North Kitsap forever.

Community Profiles - The Pearls

Bainbridge Island

Bainbridge Island lies due east of the North Kitsap Peninsula in the center of Kitsap County, connected by the Agate Pass Bridge. It lies due west of Seattle, connected by a 35 minute crossing on Washington State Ferries.

HISTORY

Bainbridge Island was named for Commodore William Bainbridge, commander of the frigate U.S.S. Constitution during the War of 1812. Prior to European settlement, it was part of the ancestral home of the Suquamish people, then ceded to the United States government as part of the Pt. Elliot Treaty in 1855. Early economy was primarily timber harvesting with large mills at Port Madison, Port Blakely, and Eagle Harbor. Shipbuilding was a major industry due in part to the availability of huge and accessible cedars for ships masts. Farming, particularly of strawberries, became important over time, with a large packing plant located in what is now Winslow.

TODAY

The whole of Bainbridge became the City of Bainbridge Island in 1990 when a public vote allowed the City of Winslow to annex the remainder of the island. The population as of 2010 was 23,025 people. The City of Bainbridge is the only largely non-urban city in Washington State.



EVENTS

Chilly Hilly Bicycle Ride (February), Bainbridge Farmers' Market (May –October), Fourth of July Parade

PUBLIC TRANSPORTATION

Kitsap Transit: Bus #33 Bainbridge/Silverdale, Bus #90 Bainbridge/Poulsbo, Bus #91 Bainbridge/Kingston

Kitsap Transit Bainbridge Island: Bus #93 Manzanita, Bus #94 Agate Point, Bus #95 Battle Point, Bus #96 Sunrise, Bus #97 Crystal Springs, Bus #98 Fort Ward, Bus #99 Bill Point, Bus #106 Fletcher Bay
 Kitsap Transit Park & Rides: American Legion Post, Bethany Lutheran Church, Island Church
 Washington State Ferry Terminal, Bainbridge-Seattle ferry, casino shuttles

SCHOOLS

The Bainbridge Island School District serves the whole of the island. Most of the schools on Bainbridge Island are within a half-mile of one another. Just to the north of the Winslow core district, are Bainbridge High School, Woodward Middle School, Sakai Intermediate School, Ordway Elementary School, Commodore Options School, Odyssey Multiage Program, Mosaic Home Education Partnership, Eagle Harbor High School, and Voyager Montessori Elementary (private) School. All of these schools are connected with one another by existing or planned trails.

Wilkes Elementary School is located on Day Road and North Madison, and connected by trails for some activities to the City owned agricultural land owned, operated by the Trust for Working Landscapes. Island (private) School, off of Day Road, also adjoins this agricultural land.

Blakely Elementary School is located on the south of the island, off Blakely Road, adjacent to Islandwood Outdoor Learning Center. Hyla Middle (private) School, near Blakely Road off Bucklin Hill Road, is exploring having a separated path so students do not need to walk on the road where a curve makes sightlines poor.

BUSINESSES

The Winslow core, surrounding the Washington State Ferries terminal up to the Winslow Village at High School Road is the major business and population center. Neighborhood Service Centers are designated in the comprehensive plan at Lynwood Center, Island Center, and Rolling Bay where some retail development exists. A light industrial area is zoned in the area of Day Road at SR 305.

COMMUNITY FACILITIES

City Hall, Bainbridge Commons, Bainbridge Library, Bainbridge Aquatics Center, Bainbridge Performing Arts Center, Islandwood Outdoor Learning Center, Bloedel Reserve, Washington State Ferries Terminal

PARKS

The Bainbridge Island Metropolitan Park and Recreation District (BIMPRD) is its own taxing district and is governed by a Board of Commissioners. Fay Bainbridge Park was transferred from Washington State Parks to the BIMPRD in March of 2011. Fort Ward State Park is scheduled for transfer by the end of June. The City of Bainbridge Island operates Winslow Waterfront Park, Pritchard Park, Strawberry Packing Plant Park, the Ft. Ward Parade Grounds, and several undeveloped open space parcels.

BIMPRD maintains and operates approximately 1400 acres of developed and undeveloped land. Parks include:

- Aaron Tot Lot
- Madison Tot Lot

- Battle Point Park
- Blakely Harbor Park
- Camp Yeomalt
- Eagledale Park
- Fay Bainbridge Park
- Fort Ward Park
- Gazzam Lake Nature Preserve
- Gideon Park
- Grand Forest
- Hawley Cove Park
- Hidden Cove Park
- Hidden Cove Ballfields
- Island Center Park
- Manzanita Park
- Meigs Park
- Point White Pier
- Rotary Centennial Park
- Rotary Park
- Sands Avenue Ball Fields
- Seabold Hall
- Strawberry Hill Park
- Ted Olsen Nature Preserve
- West Port Madison Nature Preserve
- Williamson Park
- Winslow Waterfront Park

The City of Bainbridge Island and BIMPRD are negotiating transfer of additional city owned property for parks.

TRAILS

Existing trails, including access to shore for launching kayaks and canoes, are shown in the [City of Bainbridge Island Guide to Walking, Cycling, and Paddling](#).

The BIMPRD website describes the following trails with maps and GPS information:

- Battle Point Trails
- Blakely Cemetery
- Blakely Harbor
- Close Property
- Fairy Dell
- Forest to Sky
- Fort Ward to Blakely
- West Port Madison
- Gazzam
- Grand Forest
- Hawley Cove
- Hidden Cove
- Manzanita
- Peters Property
- Ted Olsen

PUBLIC WATER/BEACH ACCESS

- Blakely Harbor
- Fay Bainbridge Park
- Fort Ward
- Hawley Cove
- Hidden Cove
- Pritchard Park
- Public Road Ends
- Rockaway Beach
- Strawberry Packing Plant Park
- Winslow Waterfront Park

TRANSIT LINKS TO TRAILS

- Sound to Olympics Trail section - near the Washington State Ferries terminal along Vineyard Lane development - separated, paved trail and bridge spanning Winslow Ravine
- Rotary Centennial Park includes path from SR 305

PEDESTRIAN/BICYCLE TRANSPORTATION PLANNING

Since completion of the Agate Pass Bridge and SR 305 in 1950, transportation on Bainbridge has been dominated by traffic on the 305 highway corridor which connects to the Washington State Ferries terminal in Winslow. SR 305 bisects the northern 2/3 of the island. As traffic has increased, crossing at unsignalized intersections has become increasingly difficult for motorists, and often virtually impossible for pedestrians and bicyclists. Level of service for pedestrians and bicyclists at the signalized intersections varies, but turn lanes and width of crossings present safety challenges or barriers, particularly for children, slower-moving adults, and less certain bicyclists.

For bicycle travel along SR 305, wide shoulders most of the length provide good separation, though the 50 mph speed limit means that accidents are likely to be fatal for bicyclists. Sections in the first mile from the ferry terminal have no shoulder, creating a major safety hazard for bicyclists. Turn lanes have been added at Agate Loop, West Port Madison, and Ritan Road, using existing asphalt and leaving much less shoulder, making the shoulders in those sections much less safe. Long turn lanes southbound at Madison and both directions at Sportsman's Road create hazards for bicyclist continuing straight despite bicycle lanes between the travel lanes.

The Agate Pass Bridge is a major safety hazard and barrier for most cyclists and pedestrians, except those willing to accept higher risk. The bridge has only a wide curb, which is occasionally used by walkers. There is no shoulder, let alone bicycle lane. The approach from the south has no shoulder between the fog line and roadside barrier, so that bicyclists are forced into traffic posted at 40 mph. The hazard is compounded by the fact that the highway turns and drops on that south approach, compromising sightline and stopping ability.

Key main roads on Bainbridge lack sufficient shoulders for bicycle or pedestrian travel when traffic is heavy, including a long section of North Madison, Miller Road, and Blakely. Traffic is concentrated around the timing of the ferries, and thus is most difficult for bicycle commuters. On recommendation by the COBI Non-Motorized Transportation Advisory Committee, the City has adopted a "Core 40" plan to improve shoulders on the roads with heaviest traffic, approximately 40 miles. Short sections on Bucklin Hill and N. Madison grow out of this initiative and are successful examples of improving shoulder on Core 40 prioritized routes, without loss of roadside vegetation, thus preserving aesthetics and traffic-calming benefits.

The Sound to Olympics Trail

The Sound to Olympics (Greenway) Trail (STO Trail) concept is included in the Puget Sound Regional Council's Vision 2040 as recommended by the City of Bainbridge Island and the Kitsap Regional Coordinating Council.

The separated paved trail, minimum 10' wide, is specified in the City's planning maps. On Bainbridge, the STO is intended to be a separated, shared-use path in and along the State Route 305 corridor right-

of-way, and to be integrated with transit. Kitsap Transit's SR 305 Corridor Study includes the STO Trail. A network of neighborhood and sub-regional trails are intended to feed into this regional STO Trail.

LOCAL TRAIL PLANNING

Bainbridge voters approved an 8 million dollar bond levy in 2002, creating an Open Space Commission to recommend parcels for purchase by the City. Over a six year period, 22 acquisitions were made totaling 323 acres and 4,411 feet of waterfront—thus preserving beaches, shorelines, tidelands, estuaries, wetlands, ponds, forests, tree farms, agricultural, historical-archeological sites, and trails.

In 2008, the City completed an Open Space Study which informs all land use planning on Bainbridge. It identifies sensitive areas with level of risk for loss, and by extension informs where development and transportation facilities might better be sited.

The City of Bainbridge Island finalized a Non-Motorized Transportation Plan (NMTP), an Element of its Comprehensive Plan, in 2003, and created a Non-Motorized Transportation Advisory Committee (NMTAC) to advise the City Council on implementation of the NMTP. The NMTAC has recommended a system of regional, sub-regional, and neighborhood trails, integrated with transit, and has continued to identify routes for the Comprehensive Plan. The NMTAC has recommended, and the City has purchased some easements for trails. Among other activities, the NMTAC is leading volunteer construction of sections of trail along the Sportsmen's Road corridor near schools, a key section in a sub-regional trail planned to span the length of the island.

The City also has a Road Ends Committee to research, recommend and implement use and development of street ends leading to water. Road ends which have public access to shore can be located on the City website, and are shown on the City of Bainbridge Island Guide to Walking, Cycling, & Paddling (map), which can be downloaded from the City website: <http://www.ci.bainbridge-isl.wa.us/>

The Bainbridge Island Metro Park and Recreation District has a Trail Plan and an active Trails Committee involved in trail construction and maintenance. The BIMPRD has led the development of major trail routes primarily connecting parks, such as the Forest to Sky Trail and the Shore-to-Shore Trail. Bainbridge voters passed a levy lid lift in order to fund purchase of strategic parcels and easements for parks and trails, and BIMPRD created a Parkland Acquisition Committee to recommend purchases.

The Bainbridge Island Land Trust has been a key partner in preserving open space, often making possible additional trail connections. A current initiative is efforts to procure the "Hilltop Parcel," which would fill the last link to complete a Cross-Island Trail, running east-west and connecting shore to shore, including the Forest-to-Sky Trail.

The Friends of the Farms (formerly The Trust for Working Landscapes) is creating trails within the agricultural land it manages for the City. Trails currently connect with Wilkes Elementary School. This land with its trail system will connect to the Sound to Olympics (Greenway) Trail along SR 305.

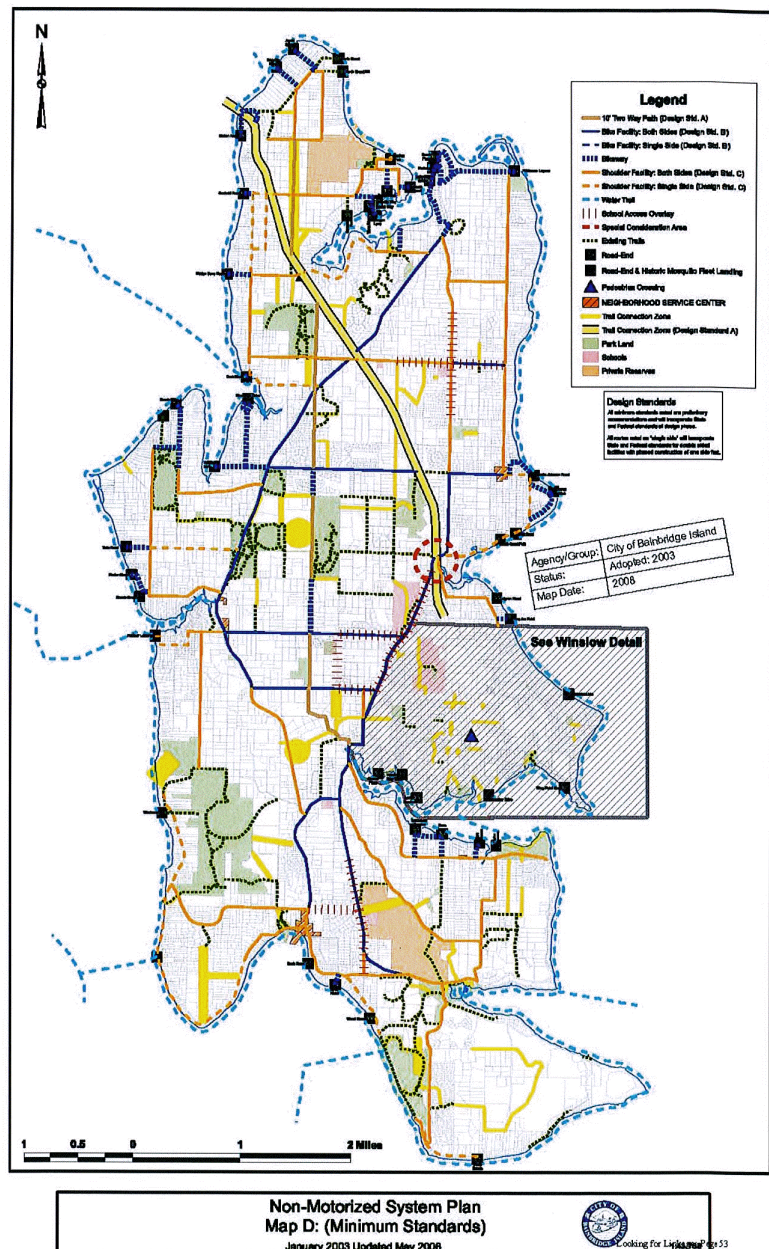
The Bainbridge Island School District has been actively involved in trail planning and construction, including a concrete path in the main school campus area completed with a WSDOT Safe Routes to School Grant.

COMMUNITY PRIORITIES SURVEY, CITY OF BAINBRIDGE ISLAND, 2008

In March of 2008, the City (using research services of the firm PRR) developed and conducted a statistically significant random telephone survey of 400 residents to determine community priorities for use of tax dollars. Citizens ranked the following as top priorities, where achievement has thus far been low: 1st, *adding bike lanes and walking paths along major roads*; 2nd, *maintaining bike lanes and walking paths along major roads*; and 5th, *maintaining existing streets and sidewalks*. As such, they were recommended as facility needs for the City to focus on as priorities for tax funding. More than 500 people responded the following month to a survey on the City website with very similar findings.

NKTA COMMUNITY OUTREACH FEEDBACK

Bainbridge had fairly low participation in our survey, however, the Bainbridge Survey showed the highest % that supported trails: 91% wanted trails in their neighborhood, 94% want trails to schools, parks, transit and businesses and 91% support trails that connect to all of Kitsap County and other regional trails. Bainbridge Islanders also have more faith in their safety while using trails; 85% say there are safe places to walk in their community (compared to 67% in North Kitsap as a whole) and 56% say there are safe places to ride (compared to 22%). Bainbridge Islanders and Indianola report the highest % of comfort riding on 2-shoulders (41% vs. 29% typical) and 84% are comfortable in a full width bike lane vs. the 71% reported by survey takers in general. 94% are comfortable riding on a path separated from auto traffic.



Eglon

The rural community of Eglon is located along the east side of the northern Kitsap Peninsula approximately five miles north of Kingston and three miles south of Hansville. Eglon is noted for its agricultural lands and small boat launch at the Port of Eglon.

HISTORY

Settlers arrived in Eglon as early as the 1860s, but did not stay. A permanent community was established in 1904 when several families bought land and built homes on the waterfront and in upland woods along Silver Creek near the present day Port of Eglon. At that time, Eglon was known as Silver Creek, after homesteaders Charles and Jessie Silver. Seeking its own post office in 1906, settlers learned there was already a Silver Creek in Washington, so the name "Eglon", a biblical name, was adopted. As the community grew it required a schoolhouse which opened in a private home in 1907. Most early settlers sold cedar shingles and logged. As they would clear an area, they started farming. In 1908, a sawmill opened. Lumber, transported out by barge was sold to many of the early houses around the Sound.

Early roads were skid roads or trails. Mosquito Fleet steamers passed by several times a day, but Eglon did not have a dock to accommodate stops. In good conditions boats would row out to meet the steamers, transferring passengers and light cargo; it was difficult to load and unload freight. The first livestock in the area were swum ashore or walked up the beach from Kingston.

In 1912, Eglon residents organized the Eglon Dock Company to build their first dock, which opened in 1913 for daily Mosquito Fleet service. However, with insufficient income to maintain the dock, it fell into disrepair and by 1918 was demolished. The community once again depended on rowboats to reach the steamers. At this point, the Eglon community decided to establish a public port district to fund and maintain a dock. A new dock was built next to the post office and store at Eglon beach and Mosquito Fleet steamer service resumed. Through much of the 1920s, the Port of Eglon's dock was the center of life and activity for the community. Eglon Community Church was built between 1918 and 1920 with donated land, material and labor. Around this time, the Puget Mill Company (Pope & Talbot) started logging in the area. Logs were taken by train to Gamble Bay, then floated to the Port Gamble Mill. In 1922 land was bought from the Puget Mill Company to build a larger two-room schoolhouse. The schoolhouse became a social meeting place with programs and gatherings throughout the year.

In the 1920s, automobiles arrived and focus gradually shifted away from the dock. Regular steamer service to Eglon was discontinued by 1933. Only occasional passenger and freight service continued, and by the early 1940s, the dock was removed. Urban vacationers came in autos to camp and fish on Eglon shores and several fishing resorts were established which flourished from the 1930s through the 1950s. The Port of Eglon boat launch remained popular for salmon fishing into the 1990s.

TODAY

Eglon remains rural with a mix of residential and agricultural use. The community bought the old schoolhouse in 1987 and it remains today both a symbol of the early spirit of the community and a busy location for events and meetings. The Port of Eglon consists of a boat ramp, picnic area, parking lot and beach and collects a small annual tax levy to cover maintenance and repairs. Summer picnics and bonfires on the beach, a tradition from Eglon's beginnings, continue today.

PUBLIC TRANSPORTATION

No public transit

SCHOOLS

No schools

BUSINESSES

Broken Ground Organic Farm

COMMUNITY FACILITIES

Port of Eglon, Fire Station, Eglon Improvement Club, Eglon Community Church

PARKS

Port of Eglon

TRAILS

DNR Eglon- Kingston trail

PUBLIC WATER/BEACH ACCESS

Port of Eglon

NKTA COMMUNITY OUTREACH FEEDBACK

22 Residents of Eglon answered the survey and Eglon was the only community who's second priority was kayaking (after the universal top priority of walking trails). Residents felt safer walking in their community than is typical and concerns about safety of bicycling were also lower than the average. Eglon residents were less supportive of regional connections than anywhere else in North Kitsap, only 48% said that would like trails to connect to all of Kitsap County, though 64% supported trails connections to North Kitsap communities and 70% wanted trails that connect Eglon to destinations such as schools, parks, transit and stores. Eglon had the second highest interest in horse trails.

In the community meeting, some residents expressed hesitation at first, concerned that NKTA's trail plan might not reflect the interests of the community. Priorities that were expressed at that meeting were for a simple path adjacent to the road to provide a place to walk out of traffic and an improved foot path to the Gliding Eagle Store. Residents were also supportive of improved bike shoulders on the Hansville Highway but would not be supportive of a major bike route that went through Eglon itself.

Hansville

Hansville occupies the northernmost tip of the Kitsap Peninsula. Bordered by Puget Sound, Admiralty Inlet and Hood Canal, the area is comprised of forest and agricultural lands, waterfront homes and residential neighborhoods. Natural amenities include beaches, parks, open space and greenway trails. A distinguishing feature of Hansville is the very large number of County Parks in a small community; Hansville has most of the County parks in North Kitsap including three large parks and the Point No Point Lighthouse and beach.

HISTORY

The area known as Hansville was originally inhabited by the S'Klallam, Chimakum, the Skokomish tribes whose lives were sustained by the water and land. In 1855, at Hahdskus or Point No Point, Governor Isaac Stevens of the Washington Territory persuaded reluctant tribal leaders to sign The Treaty of Point No Point ceding lands including the northern Kitsap peninsula to the government in exchange for a small reservation, \$60,000, hunting and fishing rights, and promises of educational and medical support.

In 1879, the government established Point No Point Lighthouse, its resident keeper and family becoming the first non-native settlers in the area. Several years later loggers and fishermen began to arrive. Hansville is named for one of these early settlers, Norwegian fishermen, Hans Zachariasen. The Point No Point Lighthouse was important to the new Hansville community as it opened the first post office in 1893 and the first school in 1895.

Early access to the isolated Hansville community was by boat or by trail. The first road, other than logging roads, was built in 1908, reaching about a mile and a half from uplands to the beach. In 1909, a church was built. In 1912 a new schoolhouse was built on the hill overlooking town and in 1914 the post office was moved from Point No Point to downtown Hansville. In 1918, the settlement organized the first port district in Kitsap County to build a steamer pier for the Mosquito Fleet route which operated through the 1920s. The first road from Kingston was finished in 1924 and in the early 1930s expansion and improvements to existing roads improved automobile access. After roads were completed, Hansville developed as a fishing resort community, at one time featuring five boathouses and rental cabins. Recreational fishing remained strong through the late 1950s while salmon and bottom fish remained plentiful. Resorts fell on hard times in the 1960s with the decline in the sports fishery, and some eventually closed and were demolished. Two resorts remained active, one into the 1990s, the other until 2001. Following the fishing boom, Hansville was known as a vacation and retirement community. More recently, it has become home to more working families.

TODAY

Hansville has an estimated population of 2,360. There are several large residential developments, small businesses downtown, a vineyard, nursery, guest accommodations, and a variety of home businesses. The Greater Hansville Community Center hosts social events throughout the year and the Hansville Greenway Association develops and maintains trails and wildlife corridors within the community.

PUBLIC TRANSPORTATION

No public transit

SCHOOLS

Hansville Co-op Preschool

COMMUNITY FACILITIES

U.S. Post Office, Fire Station, Greater Hansville Community Center, Hansville Community Church

BUSINESSES

Hansville Grocery and Café, Hansville Auto Repair, Hansville Cup of Joy Café, Dragonfly Nursery, U.S. Lighthouse Society, vacation rentals

PARKS

- Buck Lake Park
- Hansville Greenway
- Norwegian Point Park
- Point No Point Lighthouse and Park
- Point No Point WDFW Water Access Site
- Pilot Point Park (undeveloped)

TRAILS

- Downtown Hansville to Hood Canal Drive
- Downtown Hansville to Point No Point Lighthouse and Park roadside
- Point No Point Lighthouse and Park trails
- Hansville Greenway & Wildlife Corridor
- Nature Conservancy Foulweather Bluff Preserve (no dogs, foot traffic only)

PUBLIC WATER /BEACH ACCESS

- Buck Lake
- Norwegian Point Park
- Point No Point Lighthouse and Park
- Point No Point WDFW Water Access Site
- Twin Spits Road End

LOCAL TRAIL PLANNING

The Hansville Greenway Association was founded in 2005 to carry on development, maintenance and future expansion of the Hansville Greenway wildlife corridors and trails. The association functions under the "fiduciary sponsorship" of the non-profit Great Peninsula Conservancy.

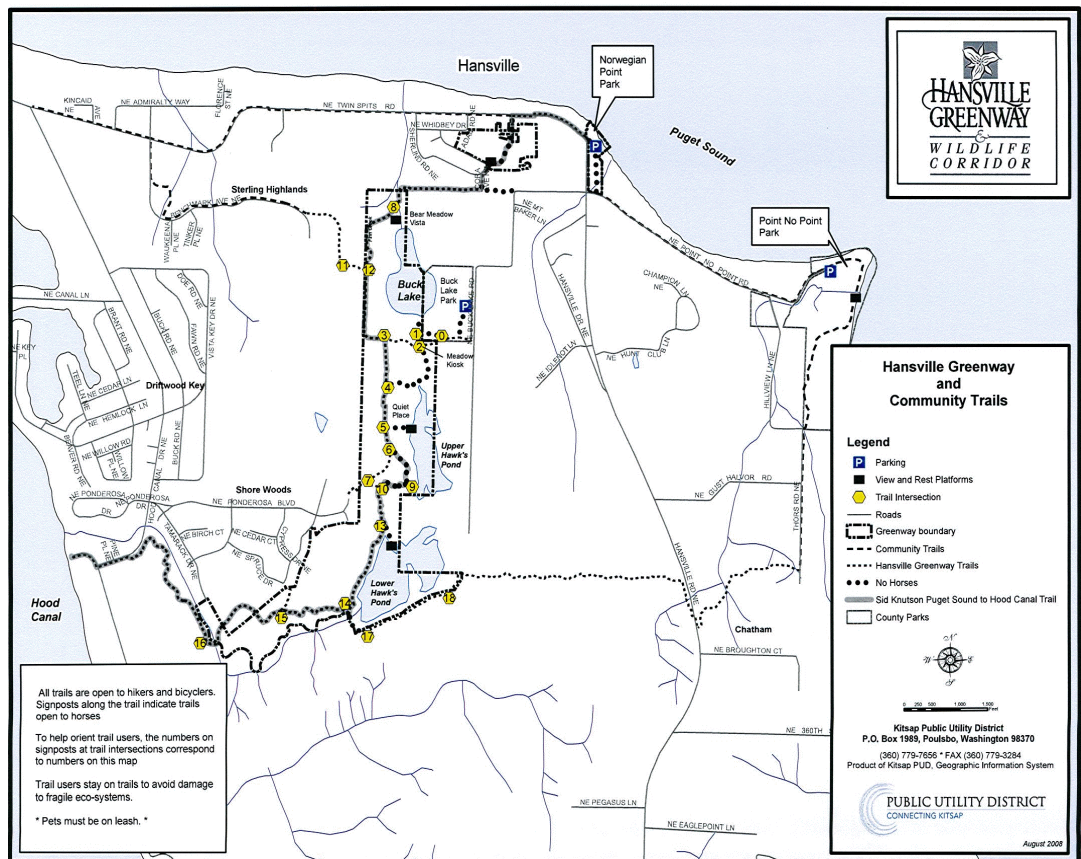


NKTA COMMUNITY OUTREACH FEEDBACK

58 residents answered our survey. Hansville residents were second only to Eglon in their wariness of regional connections and a few people stated clearly they were not interested in regional connections and that the Greenway should not be connected to other trails because of its high emphasis on conservation. Still 67% of residents said they would like trails that connect to all of Kitsap County and other regional trails. (Vs. 93% for the larger community). Hansville residents had a greater interest in neighborhood trails, with 87% wanting trails within their immediate neighborhood. Hansville had the highest % of residents who feel safe walking, with 89% stating there are safe places to walk, hike and run in their community (compared to average of 67%). They also felt a bit safer bicycling on the roads, felt there were safe places to ride bikes on trails and had a slightly higher level of comfort riding bikes in full sized bike shoulders than other North Kitsap Communities.

There was general agreement that a high priority should be placed on completing bike shoulders along Hansville Road and that the walking path along the road should be extended. At community meetings there was an active group of horse riders that were interested in extending horse riding opportunities, including along the beach. Community meetings reflected some wariness of increased use of park and trail facilities by outside visitors.

The GHAAC meeting NKTA attended included a lot of discussion about conflicts with animals, both with dog owners and horse riders. The volunteers who maintain the Hansville Greenway are feeling taxed by the amount of use that it receives and could use the assistance of younger volunteers to assist with heavy work.



Indianola

Indianola is a rural residential community located in unincorporated Kitsap County on the north shore of Port Madison, bordered on the west by Miller Bay. Neighboring communities are Kingston to the north and Suquamish to the southwest. Indianola is entirely within the boundaries of the Port Madison Indian Reservation, home of the Suquamish Indian Tribe. In the beginning Indianola was a vacation community, with its population inflating considerably in the summertime. Today the community is an eclectic mix of homes of both permanent and vacation residences.

HISTORY

Indianola was formed on the portion of the Port Madison Indian Reservation which had been allotted to a Suquamish Native American named Ka Kue (a.k.a. Beedee) in 1886. The primary activity after allotments in the area was logging.

The Beedee allotment eventually passed to private hands and then to a developer. Land development began in 1916 with the recording the plat of “Indianola Beach” and formation of the Indianola Beach Land Company to promote real estate sales. A dock and a store were built as amenities to attract home site buyers. In the early 20th century most transportation on Puget Sound was by steamer and the dock was the only lifeline to the outside world. Indianola Beach became a stop for Mosquito Fleet ferries and by 1918 a steamer was docking there every weekend. Daily ferry service was initiated in 1919 between Indianola Beach and Seattle and by 1930 three passenger boats left the Indianola dock for Seattle every day. The Port of Indianola was established in 1933 and the dock, which had previously only accommodated passengers, was widened and reinforced to allow auto access.

Cyrus Beede Pickrell opened a new store in 1920 that housed a post office with Cyrus as Postmaster. Around this time, the Postmaster General took issue with the double name of Indianola Beach and the post office was renamed Kitsap in honor of Chief Kitsap of the Suquamish tribe. The Indianola Beach Improvement Club (IBIC) was incorporated in 1928 to care for the properties of the community; the Indianola Clubhouse was built in 1930.

Events after 1930 changed the character of the community: a power line was strung in 1930, phone service was established in 1934, and a road connecting Indianola and Suquamish was completed in 1939. Kitsap County experienced a population boom during World War II, and many families settled permanently in Indianola. Ferry service was discontinued in the fall of 1951 after the Agate Pass Bridge opened and the



Washington State Ferries system assumed service on Puget Sound. It was not until after 1957 that the name of the post office was changed from Kitsap to Indianola, due to the confusion caused by its sharing a name with the county.

TODAY

Indianola remains a small and friendly eclectic community with a strong sense of community identity. Mostly wooded hills with scattered homes slope upward from the shore. The Indianola dock is a local landmark that's considered one of the best places in the area for sightseeing since it juts hundreds of feet out into the water. A small town center, at the base of the community dock, includes a country store, post office and community clubhouse. Indianola has a population estimated to be over 1,000.

EVENTS

Indianola Days (July), Saturday Market (year-round), Art in the Woods (November)

PUBLIC TRANSPORTATION

Kitsap Transit: Bus #91 Kingston/Bainbridge - stops at Indianola Clubhouse, roadside points on request

BUSINESSES

Indianola Country Store

COMMUNITY FACILITIES

U.S. Post Office, Indianola Clubhouse, Indianola Community Church, Indianola Public Dock

PARKS

- Indianola Ball Fields
- Access to North Kitsap Heritage park via White Horse Public Trail
- Indianola Woodland Preserve and Indianola Waterfront Preserve (foot traffic only)

TRAILS

- White Horse Public Trail
- Indianola Road (widened shoulders)
- Community streets

PUBLIC WATER/BEACH ACCESS

All beaches and accesses in Indianola are private, with two exceptions. One is the public dock which is owned and managed by the Port of Indianola. The stair adjacent to the dock is privately owned by the Indianola Beach Improvement Club, and is posted as such. The other public beach access is the county-owned beach near the west end of Shore Avenue which can be accessed through the Indianola Waterfront Preserve and has very limited parking.

TRANSIT LINKS TO TRAILS

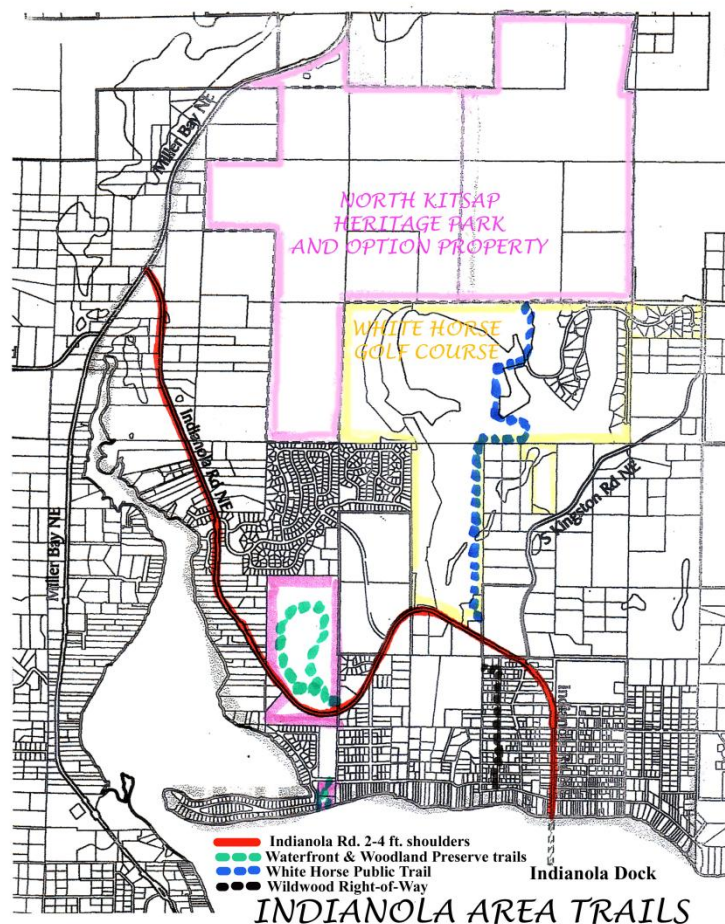
Kitsap Transit Bus #91 provides access to White Horse Public Trail, Woodland Preserve, Indianola Dock. It also travels past the Miller Bay Road entrance to North Kitsap Heritage Park.

LOCAL TRAIL PLANNING

Indianola has a small trails planning group which is a subcommittee of the Indianola Beach Improvement Club. Indianola developed a greenways plan in the early 1990's which has become largely obsolete due to loss of public land. There are a few remaining north/south corridors with possibility for use as trails. Category 5 trail use applications have been approved by Kitsap County for two of these corridors.

NKTA COMMUNITY OUTREACH FEEDBACK

Most of the attendees at the Indianola outreach meeting were interested in simple trails for walking and running, with some interest in bicycle routes and kayak put-in points. Connections to the Indianola Waterfront Preserve, the Indianola Woodland Preserve, the North Kitsap Heritage Park, to Kingston, Poulsbo, Bainbridge Island and Port Gamble were desired. Within Indianola a need for East-west routes was indicated. Other issues noted were desire for signage at trail accesses, ADA accessibility, trail etiquette (horses), and no herbicide use along trails.



Indianola had a high level of participation in the survey (63) for the size of the community. Respondents were slightly older than the norm, with a slightly higher % of walkers, less bicyclists and very few horseback riders. 91% thought that a trail system was important to their quality of life and 93% expected to use it. Lower #s thought they would use trails to get to school, but 37% said they'd use trails to access transit. 88%, slightly higher than the greater community average, wanted trails within their immediate neighborhood with 73% (slightly lower than typical) wanting trails connection to the region. Residents felt quite safe walking in the community with 78% reporting there are safe places to walk in Indianola (compared to 67%). 24%(vs. 22%) felt there were safe places to bike on the roads. Some community members are concerned about strangers coming in to Indianola to use their trails.

Kingston

Kingston, an unincorporated town in the northeast part of Kitsap County, sits on the west shore of Puget Sound. The town is the social and economic center of the north end of the Kitsap Peninsula and the gateway to the Olympic Peninsula.

HISTORY

The community, founded by Benjamin Bannister in 1853, was then known as Apple Tree Cove. The town of Kingston was platted in 1890 by C.C. Calkins, Nellie Calkins and S.B. Brierly as a 175 acre village in hopes of attracting tourists to the sparsely settled shores of Apple Tree Cove where logging and small farms had been the principal source of income since the 1850s. Besides working in small sawmills, area residents logged off their own homesteads. Many were employed at the Pope & Talbot Mill in Port Gamble.

Until World War II, Kingston's fields and orchards supplied strawberries, lettuce and other produce for Seattle markets. The wharf extending into deep water was built by 1890 and the Mosquito Fleet ships provided passenger and freight transport to the area. Passenger ferries began running in the 1920's and the Kingston - Edmonds car ferry began as a private venture in 1923. Since then, Kingston's life has been centered around that ferry link. Population remained small although it swelled in summer months with Seattle residents visiting their vacation cabins. Commuting residents and establishment of the Trident Base at Bangor brought further growth in the 1970's.

TODAY

According to the most recent census, Kingston's 1.6 square miles has a population of 1,641. Greater Kingston, comprising the 98346 zip code, has a population of about 10,000.

EVENTS

Kingston Farmers' Market (May-Oct), Kingston Fourth of July Parade & Festivities, North Kitsap Arts & Crafts Festival (July), Paddle Kitsap (July), Pie in the Park Auction (August), Apple Pressing Festival (September), Homecoming Parade (October), Art in the Woods (November), and Kingston Country Christmas (December).



PUBLIC TRANSPORTATION

Kitsap Transit: Bus #91 Kingston/Bainbridge, Bus #92 Poulsbo/Kingston/Suquamish

Kitsap Transit Park & Ride: George's Corner Park & Ride

Washington State Ferry Terminal, Kingston-Edmonds ferry, Port of Kingston Marina - moorage with electric vehicle transport to town, shuttles to casinos and golf course

SCHOOLS

Kingston Co-op Preschool, Gordon Elementary, Wolfle Elementary, Kingston Middle School, Kingston High School, Spectrum Community School, Northwest Laborers' School

BUSINESSES

Businesses include grocery, hardware, auto parts, medical/dental, pet, liquor, quilt and gift stores, coffee & ice cream shops, motel, gas stations, bicycle repair shop, banks, movie theater, restaurants, professional offices and a golf course

COMMUNITY FACILITIES

Community Center, Library, Fire Station, Sheriff's Office, Port of Kingston, Stillwater's Environmental Center, Churches

PARKS

- Arness Roadside Park
- Billie Johnson Skate Board Park
- Carpenter Lake Preserve (no dogs)
- Kola Kola Park
- North Kitsap Heritage Park
- Mike Wallace Park
- Nike Park
- Quiet Place Park
- Village Green Community Park

TRAILS

- PUD-GPC trails
- DNR Kingston-Eglon trail
- North Kitsap Heritage Park Trails
- White Horse trail
- Trails linking Kingston High School, Middle School and Gordon Elementary.

PUBLIC WATER/BEACH ACCESS

- Arness Roadside Park
- North Beach
- Port of Kingston Marina and boat launch

TRANSIT LINKS TO TRAILS

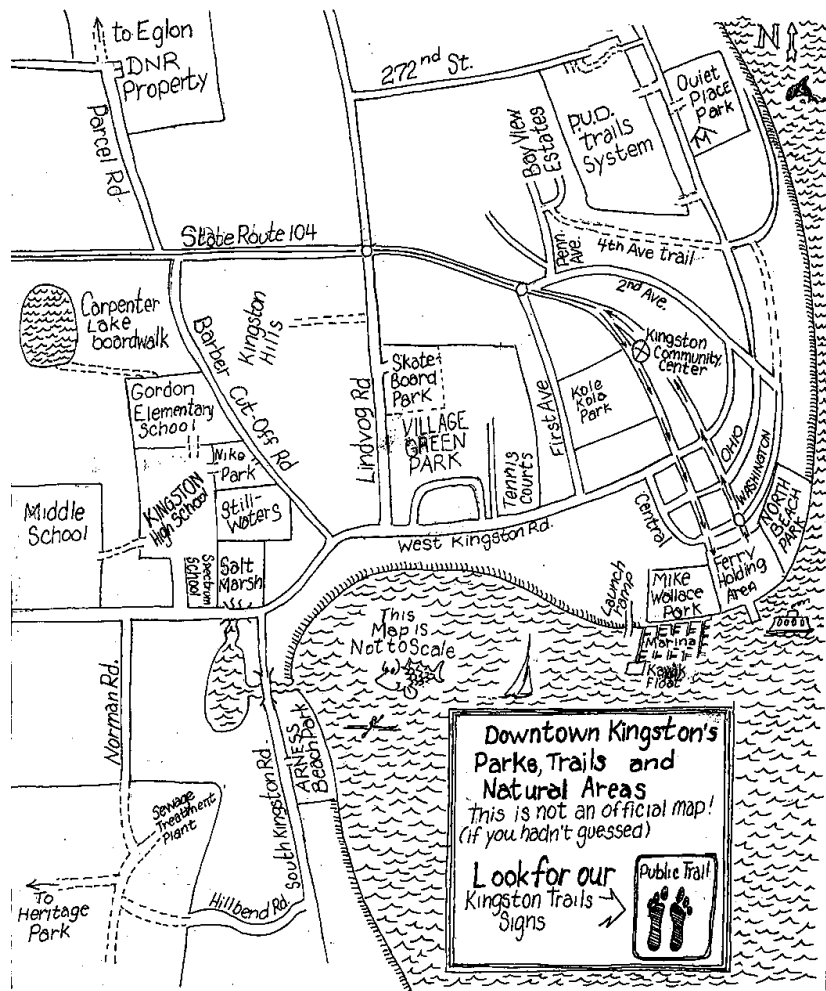
- Kitsap Transit Buses #91 and #92 pass Miller Bay Road entrance to North Kitsap Heritage Park Access
- Kitsap Transit Bus #91: Kingston ferry to Bainbridge Island ferry stops at George's Corner Park & Ride, Indianola Clubhouse, Suquamish Park & Ride
- Kitsap Transit Bus #92: Kingston ferry to Poulsbo Transfer Center stops at Kountry Korner, Suquamish Park & Ride

• LOCAL TRAIL PLANNING

The Kingston Parks, Trails and Open Space Committee has been active in trail planning for a decade. KPTOS is a subcommittee of the Kitsap County Kingston Citizens Advisory Council. In 2000, the committee created the Kingston Community Trail Plan which was included as an Appendix in the 2005 Kingston Sub-area Plan.

NKTA COMMUNITY OUTREACH FEEDBACK

At the Kingston outreach meeting attendees represented pedestrian, bicycle and equestrian users. Pedestrians are interested in safe places to walk (on both soft and hard surface trails and road shoulders), connections to schools, stores, ferry and neighboring communities. They want trails that respect multiple uses, wildlife and private property. Needs for trailhead parking and signage were also cited.



Kingston had 121 participants in the survey, 23% were over 60. The community voiced a similar level of support for trails as the larger community but with slightly less of an interest in regional connections than the region. A higher # of Kingston Residents believe there are safe places to walk (72%) in their community vs. the region, while only 19% of residents believe there are safe places to bike on the roads (lower than typical). Kingston residents feel slightly less safe than the broader community on a 2' shoulder or even with a 5' shoulder, on roads with moderate traffic but 93% would be comfortable on a paved path separated from motorized traffic. A higher % than typical (75%) cited support for more public access for launching non motorized boats in their community. Like all of the region, the top priority is walking trails. The next highest priority is bicycling on trails separated from the roadways, bicycling on shoulders placed fifth overall. Kingston residents placed a higher priority on kayaking than biking on dirt or gravel.

DRAFT North Kitsap's String of Pearls Trails July 15, 2011

Little Boston

Home of the Port Gamble S'Klallam Tribe

Little Boston, on the east shore of Gamble Bay, is the home of the Port Gamble S'Klallam Tribe. Over 600 people reside on the reservation and 188 tribal members reside adjacent to the reservation.

HISTORY

Prior to Euro-American contact, the S'Klallam gathered in at least 15 villages stretching along the south shore of the Straits of Juan de Fuca, living in permanent villages of plank and pole houses built to house groups of extended families. One of those villages was on the west side of Port Gamble Bay, where Port Gamble is today. Like other Salish Tribes in the Puget Sound region, the S'Klallam relied heavily upon the rich Northwest waters to harvest salmon, other fish and shellfish.

The first contact between the S'Klallam and Europeans occurred in the last year of the 18th century, when English and Spanish settlers came into the straits seeking the legendary Northwest Passage. After the explorers came fur traders, missionaries, gold seekers and settlers. Native Americans had no immunity to European diseases which devastated the population and social fabric of the S'Klallam people. Hudson's Bay Company records estimate there were 1,500 S'Klallam throughout the region in 1845 but by 1853, when the Washington Territory was created, the population had dwindled to 400.



In 1853, William Talbot entered Port Gamble Bay looking for a location to build a lumber mill. He asked the Native Americans to move off the sandy spit, known as Teekalet, and across the bay to the spit of land called Point Julia to make room for the mill. He offered them free lumber for their homes, firewood, and work at the mill. The S'Klallams agreed. The S'Klallams ceded their rights to the land to the U.S. Government in the treaty of Point No Point on January 26, 1855. They continued to take their living from the water and the land and they got jobs at the mill. Eventually, the Puget Mill Co. and other lumber companies acquired title to all the land around Port Gamble Bay.

Little Boston (named by a Yankee sea captain) consisted of frame homes built on the sand spit. Photographs from the turn of the century show about 20 New England style frame houses, a school and a Catholic Church. In the early 20th century Tribal children were sent away to government run boarding schools in an effort to "assimilate" them, some schools were a two week journey by canoe. Tribal language and traditional ways were prohibited. In 1934, the U.S. Government purchased land for reservations and established the S'Klallam Reservation in 1938.

TODAY

The Port Gamble S'Klallam Tribe has 1156 enrolled members with approximately half living on the reservation. They are governed by a six member Tribal Council. The Port Gamble S'Klallam Reservation consists of 1,340 acres of land held in trust by the federal government. There is no private land ownership on the reservation. Most of the land is in forestry with residential, tribal cultural and administrative buildings, library, casino, business and office areas. The Tribe has acquired three pieces of land that are adjacent to the reservation, one nearly 400 acres. 150 years of a lumber mill operation have damaged the water in the bay. Since the mill's closure in 1997, some cleanup work has been done by Pope Resources and other entities to improve the situation, but problems remain. However, Port Gamble Bay is the only bay remaining in Kitsap County and one of the last in Puget Sound still open for commercial and domestic shellfish harvesting and is home to one of the largest remaining herring stocks in the Puget Sound. The Tribe has a hatchery on Little Boston Creek. The Port Gamble S'Klallam continues a strong traditional connection to the surrounding land and waters through fishing, hunting and clam digging.



PUBLIC TRANSPORTATION

The main access to Little Boston is Little Boston Road which loops down to Port Gamble Bay from Hansville Highway which connects to SR 104 and east to the Kingston Ferry or west to the Hood Canal Bridge. No public transit

SCHOOLS

Local students are bused to Wolfle Elementary, Kingston Middle School and Kingston High School, an Early Childhood Program and Career and Education Center are part of the Tribal Center.

COMMUNITY FACILITIES

Tribal Center, Cultural Resource Building, Youth Center, Early Childhood Programs, S'Klallam Worship Center, Point Julia Boat Launch, House of Knowledge Complex: Career and Education Center, Longhouse, Elders Center, Little Boston Library

BUSINESSES

Gliding Eagle Marketplace and Eagle's Catch Restaurant, The Point Casino and Keeper's Cove Restaurant, gas station, espresso stand

TRAILS

Paved path connecting Gliding Eagle Marketplace to residential areas - public access

PUBLIC WATER/BEACH

ACCESS

None

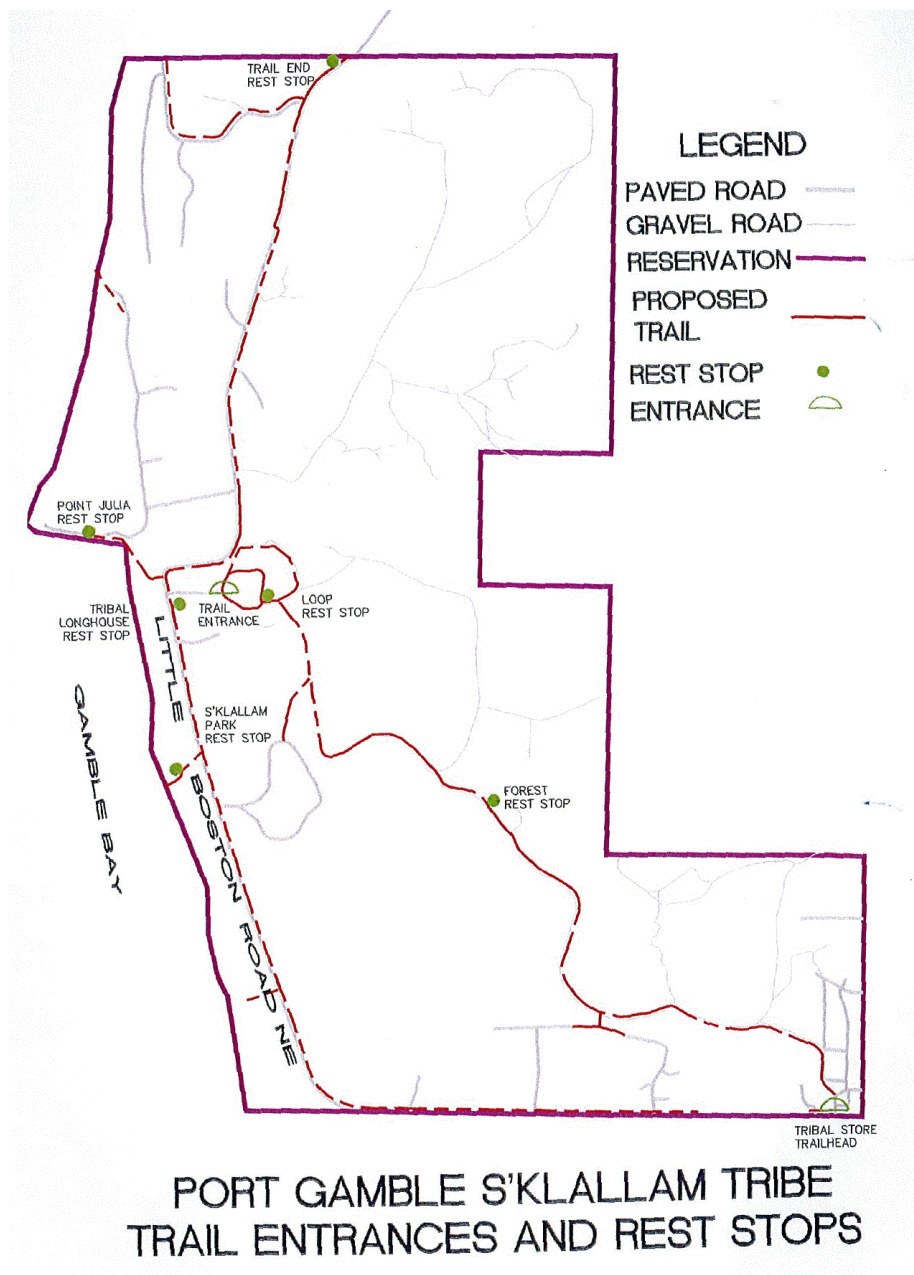
TRANSIT LINKS TO TRAILS

None

LOCAL TRAIL PLANNING

In 2005, the Tribal Council established a trails committee in response to rising health problems, a concern about safety with increasing traffic problems, and with a goal to provide access to the shore, forest and quiet natural areas for the strong spiritual connection it provides. The median age of tribal members is 22, so providing a safe way for the youth to get around is important to the community. Interpreting opportunities to learn about the history of the reservation and natural areas are planned to be an important aspect of the trail system.

NKTA COMMUNITY OUTREACH FEEDBACK



The Port Gamble S'Klallam tribe was the first community in Kitsap County to receive assistance from the National Park Service through the Rivers, Trails and Conservation Assistance in developing a trail plan. That 2006 conceptual plan lays out their community preferences very clearly. In meetings with the Port Gamble S'Klallam Tribe, there is support for inviting the public to use the trail connecting the Gliding Eagle store along the road but the trails within the forest and the beach at Point Julia are for the use of tribal members and their guests.

Lofall

Lofall is a residential community located in unincorporated Kitsap County approximately 4 miles north of Poulsbo and 3 miles south of the Hood Canal Bridge. It is loosely bounded on the south by Pioneer Hill Road, on the north by the Hood Canal Bridge, on the west by Hood Canal and on the east by WA State HWY 3. Just north of the “heart” of Lofall, is the intersection of Big Valley Road and HWY 3, known as Four Corners.

HISTORY

Lofall was originally developed by Helge and Sophia Lofall, who emigrated to Colorado from Norway in 1881. They finally settled in Poulsbo in 1908. The house they bought on the shore of Hood Canal, north of Poulsbo, was originally built by the Mikelson family and is still standing (though having undergone several remodels over the years). In 1910 the Lofalls built a store, post office and dock on the waterfront near their home. Sternwheelers made regular mail and supply stops here on trips from Seattle to Union City, south on Hood Canal.

Logging was the main industry in the early days and the Moe Brothers’ logging track from Big Valley ended at the Lofall beach. From there logs were towed to the nearest lumber mills, including Port Gamble a few miles north of Lofall. In 1949, the Black Ball Ferry Line approached the Lofalls about building a ferry landing on their property for a run from Lofall to South Point, on the west side of Hood Canal in Jefferson County. The Lofalls agreed to lease the land to the Black Ball Line which, in turn, built the dock. The dock was opened for service in June 1950 and operated until August 12, 1961 when the ferry was retired due to the opening of the Hood Canal Floating Bridge (officially named the William A. Bugge Bridge). The property and dock were then turned back over to the Lofall family. In 1972, the Lofall Dock was still owned by Bill and Martha Lofall, though it was up for sale. The State proposed building a public boat launch at the dock site. In response to this proposal the Lofall Community Corporation was formed to purchase the property and create a private facility that is still in existence today. There is currently no public launch at this site.

On Feb. 13 1979, the west half of the Hood Canal Bridge failed and sank during a storm carrying wind gusts of 120 mph and sustained winds of 85 mph. In an emergency move, WSDOT came to the Lofall Community Corporation with plans to re-commission the Lofall Dock to again offer temporary ferry service between Lofall and South Point. The State first built a long pier to accommodate a passenger-only run. While the passenger only ferry operated, the main dock was



modified to land car ferries. As part of the lease agreement with the State, when the service was terminated, the State removed its hardware and improved the facility for the Lofall Corporation use.

A six-week bridge closure to replace the east half of the Hood Canal Bridge, which was nearing the end of its structural service life, and to retrofit the west half hydraulic, electrical and mechanical systems to match the new east half, began on May 1, 2009 and ended on June 3, 2009 (8 days ahead of schedule). During that time the WSDOT operated a free 149-passenger water shuttle that crossed Hood Canal between temporary docks at South Point and Lofall.

TODAY

Currently, amenities in the immediate area include Kitsap Memorial State Park (originally Lofall St. Park, built as a memorial to Kitsap pioneers) which is situated just north of the historic Lofall property. The park offers camping, picnic facilities, playfields and 1,797 feet of saltwater shoreline on Hood Canal. An



old-fashioned log hall, built in 1936 by the Works Progress Administration, sits atop a wooded bluff with a panoramic view of Hood Canal and the Olympic Mountains and is available for rental. In the surrounding Lofall area, particularly north of the historic center, are many homes including the Edgewater Beach Community, a development of 400 homes with a community beach and clubhouse.

Kitsap Memorial State Park Beach looking across Hood Canal to South Point.

PUBLIC TRANSPORTATION

Jefferson Transit #7 Port Townsend to Poulsbo (4 trips daily), stops at Hood Canal Bridge (Park and Ride Lot at east end of Bridge at Hwy 104/Hwy 2 intersection).

SCHOOLS

Breidablik Elementary School

BUSINESSES

Twelve Trees Industrial Park, Skelly's Four Corners Tavern, gas station/mini-marts (2),

espresso stands (2)

COMMUNITY FACILITIES

Breidablik Community Center, Fire Stations (2), Breidablik Baptist Church

PARKS

Kitsap Memorial State Park

TRAILS

Kitsap Memorial State Park trails plus two routes listed on the Kitsap County Outdoor Adventures Bike Map as Kitsap Bike routes: 1) NW Pioneer Way (continuation from Clear Creek Road)/Lofall NW Road to Kitsap Memorial Park/Hwy. 3 and 2) Big Valley to Hwy. 3.

PUBLIC WATER/BEACH ACCESS

Kitsap Memorial State Park beach

TRANSIT LINKS TO TRAILS

Hood Canal Bridge stop of Jefferson Transit #7 is about 1 mile south of Port Gamble trails.

LOCAL TRAIL PLANNING

None

NKTA COMMUNITY OUTREACH FEEDBACK

The Lofall community had similar participation to other small communities like Eglon but overall results followed the direction of the general North Kitsap community priorities. Many people enjoy riding bicycles along Big Valley Road but the connections to get there are less than idyllic.

Port Gamble

Port Gamble represents one of the few remaining examples of company towns, thousands of which were built by industrialists to house employees in the nineteenth century in the history of our country. Founders Josiah Keller, William Talbot and Andre Pope planned the town to reflect the character of their hometown, Machias, Maine where many of the early employees originated. For 142 years, the community existed to support sawmills that produced lumber for the world market. The mill closed in 1995, but as a National Landmark District, the town site has been preserved to reflect an authentic company mill town.

HISTORY

The first known residents of Port Gamble were members of the Nookslime, S'Klallam tribe who fished and gathered food along Hood Canal. The S'Klallams called the site Teekalet, "brightness of the noonday sun" for the way the water and sand reflected the light on sunny days. Talbot borrowed that name for the mill. The S'Klallams belonged to the linguistic group, South Coast Salish, which populated Puget Sound. Tribes traded and intermarried and experienced little conflict except for raids from outside the region. In 1841, a U.S. Navy expedition led by Lieutenant Charles Wilkes named the two-mile-long bay at the mouth of the Hood Canal after Navy Lieutenant Robert Gamble, who was wounded in the war of 1812.

In the summer of 1853, San Francisco lumber merchant and sea captain William Talbot spotted the sand spit at the mouth of the bay as a likely place for a lumber mill. Talbot was a partner of Josiah Keller, Andrew Pope, and Charles Foster in the Puget Mill Company. They planned to cut the abundant trees of the Oregon Territory into lumber to sell in California and across the Pacific. Talbot asked the Native Americans to move off the sandy spit, known as Teekalet, and across the bay to the spit of land called Point Julia to make room for the mill. He offered them free lumber for their homes, firewood, and work at the mill. The S'Klallams agreed.

The mill at Port Gamble was the oldest continuously operating sawmill in the U.S. at 142 years, when it was permanently closed in 1995. In 1967 Port Gamble was declared a 120 acre National Historic Landmark, complete with picturesque, turn of the century buildings, an historic church,



brehtaking views, expansive grounds and elm tree-lined streets. Fifty three buildings (total of 83 structures of any kind) survive, allowing visitors to view a range of architecture popular in the Puget Sound region over a hundred and fifty- two -year period.

TODAY

2001 brought new life into the town of Port Gamble. Pope Resources assigned new management to the town and set about refurbishing it to its glory days. Today, Port Gamble is still a company town with a population of 102.

EVENTS

Various running and biking events year round, Northwest Adventure Festival (The Beast) , Paddle Kitsap, Medieval Faire, Civil War Re-enactment, Muddy Paw Dog Agility, Maritime Music Fest , Forest Festival, Old Mill Days , Fibers & Fabrics Festival, Western Washington Quilt Shop Hop, Ghost Conference, Ghost Walks , Country Christmas .

PUBLIC

TRANSPORTATION

No public transit

SCHOOLS

None

COMMUNITY

FACILITIES

Port Gamble Theater Co., St. Paul's Church, Hood Canal Vista Pavilion, New

Fellowship Church, U.S. Post Office, Port Gamble Historic Museum.



BUSINESSES

Olympic Outdoor Center, Of Sea & Shore Museum, Port Gamble General Store, Port Gamble Guest House, Port Gamble Weddings& Events, Salon and Spa on Gamble Bay, Tea Room at Port Gamble, The Artful Ewe I and II, Mike's Four Star Barbeque, The Quilted Strait, Terrapin Farm, Tango Zulu, Second Spring, Gamble Bay Coffee, The Dauntless Bookstore, Hood Canal Tree Farm, Bistro by Night, Orbed Sign company, WISH, a Mercantile, New Fields, Reside Construction, NW Rock, Harbor Offshore, C&C Timber, Trinity Marine, Hood Canal Mariculture, KATax, Kitsap Tax and Accounting, Fish Tales Vacation Rentals, Sakila Media Group, NW Mutual Financial, Whitey Johnson Construction, Hood Canal Nursery.

PARKS

Salisbury Point County Park is nearby

TRAILS AND LOCAL TRAIL PLANNING

Pope Resources allows the public to use the Port Gamble Block trails on their private property. The trails are so popular with locals and visitors alike, users have created their own names and trail maps. Olympic Resource Group publishes their own official map (see next page).

PUBLIC WATER/BEACH ACCESS

- Salisbury Point County Park
- Port Gamble Dock (privately owned by OPG)
- Port Gamble Bed and Breakfast (privately owned)
- Port Gamble Bay (access by permission, privately owned by OPG)

TRANSIT LINKS TO TRAILS

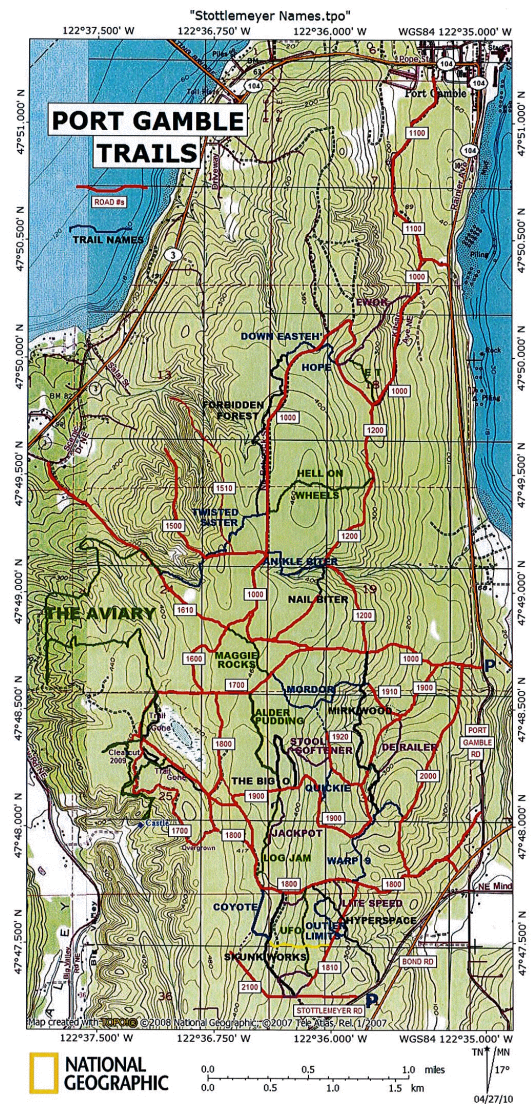
None

NKTA COMMUNITY OUTREACH FEEDBACK

Port Gamble had the highest level of interest in horse trails and a high % of residents believe there are safe opportunities for off road cycling in their community. However only Suquamish residents felt less safe bicycling on the roads; only 17% of Port Gamble residents believe there are safe places to bike on roads in their community. Even with 5' shoulders, only 63% of residents would feel safe on the roads (vs. 75% in greater community) Port Gamble residents shared the universal top priority of walking trails, but this community's next priority was biking on paved trails separated from the roadways, followed by kayaking and horse riding opportunities. Outreach meetings heard a widespread concern about bike safety on highway 104 south of Port Gamble and a need to widen shoulders through town for bicycle safety.

Many people from other communities shared their interest in the Port Gamble trails. Community workshops had a lot of focus on trying to improve connections to get people to the Port Gamble property without having to drive. Though people love the Big Valley to Port Gamble connection, bicycling on Bond to Big Valley and bicycling north on 104 were both areas that have a high level of safety concerns. There are many fans of the single track mountain bike trails on the Port Gamble property.

The highest sticker count from the two trail planning workshops was given to the statement, "I want to see the trail system out of Port Gamble permanently open to the public supporting the North Kitsap Legacy Project open space and trails."



Poulsbo

The scenic beauty of the lands that make up Poulsbo made it a natural place to settle. Serene Liberty Bay bordered by endless tall firs capped by the majestic, snowy peaks of the Olympic Mountains enticed Poulsbo's earliest inhabitants.

HISTORY

The Suquamish Tribe originally called Poulsbo Tcu Tcu Lats, "the place of the maples". Although the tribe did not have a permanent settlement in the bay, they were frequent seasonal visitors and often fished for cod, herring, salmon and the dogfish for which the bay was originally named. In the late 1800s, Scandinavian immigrants became farmers and loggers, joining the Native Americans in making a living off the land.

One of the first homesteaders to the area in 1891, Paul Wahl, could have been the source of the city's name as his boat landing near the head of the bay was called Pauls' Landing, though later settlers came from an area near Paulsbo, Norway. The city was founded by Jorgen Eliason from Fordefjord, Norway who homesteaded in the location that is now Poulsbo 1883. Other, mostly Norwegian settlers arrived and in 1886 community members organized to plan the Fordefjord Lutheran church. A post office was established in 1888 when Paulsbo, became Poulsbodue to a misunderstanding in penmanship by the Post Master General . Poulsbo officially became a city in 1907. "Little Norway on the Fjord" evolved from early lumber yard years and progressed into the fishing industry as more Scandinavians immigrated to the town.

The primary method of traveling the early years was by water. Supplies were brought on an eighteen-mile trip from Seattle by rowboat and later by steamboat. Over a sixty-year period, the Mosquito Fleet, comprised of more than a dozen steamboats, served Poulsbo and other locations along Liberty Bay and Puget Sound carrying passengers and freight to and from Poulsbo and delivering farmers' produce to Pike Place Market in Seattle.

Fishing was an important industry in Poulsbo which became the home of the Pacific Coast Codfish Company beginning in 1911. Up to 5 tall ships operated from the Dock (currently Liberty Bay Marina)



and the C.S. Thayer, the last remaining codfish sailing schooner on the west coast, has been renovated by the National Park Service and is a tourism attraction in San Francisco. An active Oyster harvesting business thrived for many years until water quality issues closed the Liberty Bay to shellfish harvesting. There is still a small fleet of fishing boats moored at local marinas.

TODAY

The 4.5 square mile city has a population of 9,200. From its humble beginnings the Scandinavian town has prospered into a charming city and a popular tourist destination. With five distinct shopping areas, Historic Downtown , Viking Ave., College Market Place, Poulsbo Village and near Hwy. 305, Poulsbo is home to an array of small businesses from the bread and butter type to notably culturally diverse restaurants, art galleries, a renowned bakery, and three marinas stocked with pleasure boats.

EVENTS

Viking Fest (May), Viking Cup Soccer Tournament (spring), Poulsbo Farmers Market (May-Oct) Fireworks on the Fjord (July 3), American Music Festival (August), Yule Fest, Lighted Boat Parade (December)

PUBLIC TRANSPORTATION

Kitsap Transit runs several buses per ferry during commute hours on the #90 route to Bainbridge Island, runs the # 92 from Poulsbo through Suquamish to Kingston, runs the #33 from Poulsbo to the Kitsap Mall in Silverdale and runs the #43 hourly as an in-town loop. Jefferson Transit buses also route through Poulsbo. There are five Park & Rides with a major new park & ride planned off of Viking Ave and Highway 305. Kitsap Airport Shuttle's most northern pickup is at the Arco gas station at Keyport Highway and Viking Ave. There are three large marinas; the privately owned Liberty Bay Marina, the Poulsbo Yacht Club which has reciprocal moorage for guests and the Port of Poulsbo which has over 55 slips for overnight moorage rentals.

SCHOOLS

Poulsbo Elementary, Poulsbo Middle School, North Kitsap High School are located adjacent to each other along Hostmark and Noll Road and house over 2700 children. The schools were originally built outside the city without sidewalks. A major effort by the city will result in construction of sidewalks, bike lanes and a shared use path to be built during the summers of 2011 and 2012 and will provide a continuous connection from Highway 305 up Hostmark to Poulsbo Elementary on Noll Road. A second large elementary school, Vinland Elementary is on the west side of town. Olympic College's Poulsbo campus is located on the north edge of the College Market Place shopping area. Christ the King Academy and Poulsbo Adventist School are private religious schools in town. West Sound Academy and the Northwest College of Art are private and located just south of Poulsbo off of Highway 305.

BUSINESSES

Poulsbo is the commercial hub of North Kitsap and contains five major commercial areas. Historic Downtown Poulsbo is the heart of the community along the water and has both a thriving restaurant core and is an iconic tourist destination. A new City Hall which also houses the Historic Society is located adjacent to downtown. Two commercial areas flank Highway 305 in the Poulsbo Village and along 10th Ave. , Viking Ave. is struggling with the loss of R.V. business and decline in car sales and College Market Place (Olhava) is a growing center of retail sales. A wide array of businesses include food and drug, hardware, medical/dental, sporting goods, salons, clothing, art, restaurants, law firms, real estate, theaters, gift shops, bakeries.

COMMUNITY FACILITIES

Poulsbo Library, Community Pool and Auditorium , North Kitsap Regional Event Center ball fields (at schools and Strawberry Field) City Hall, Jewel Box Theatre, Port of Poulsbo, Farmers' Market, Poulsbo Chamber of Commerce, NK Parks and Recreation, Fishline Food Bank, Police Department, Fire Department, Marine Science Center, Historical Society, North Kitsap Herald and numerous Churches. Private facilities include The Zone athletic center on Finn Hill Rd. and a large movie theatre complex off of Viking.

PARKS

- American Legion Park
- Betty Iverson Kiwanis Park
- Fish Park
- Frank Raab Park
- Lions Park
- Nelson Park
- Wilderness Park
- Austurbruin Park
- Centennial Park
- Forest Rocks Hills Park
- Muriel Iverson Williams Waterfront Park
- Net Shed Vista
- Oyster Plant Park



TRAILS

- Frank Raab Park trail
- American Legion Park trails
- Centennial Park trails
- Fish Park trails
- Forest Rock Hills Park trails
- Austurbruin Park trails
- Downtown Boardwalk/ Waterfront Trail
- Muriel Iverson Williams Waterfront Park and Boardwalk
- Nelson Park trails
- Wilderness Park trails
- Liberty Bay Waterfront Trail (Fjord/ Lemolo Shore Drive)
- County Road 59 Waterfront Trail

PUBLIC WATER/BEACH ACCESS

- Muriel Iverson Williams Waterfront Park
- Port of Poulsbo boat public launch and dock
- Oyster Plant Park (with public dock and beach boat launch for hand carried boats)
- American Legion Park
- County Road #59 Waterfront Trail (mostly undeveloped waterfront trail on the west side of Liberty Bay)
- Nelson Park and Fish Park
- Liberty Bay Marina (private)
- Poulsbo Yacht Club (private but public beach access)

TRANSIT LINKS TO TRAILS

Poulsbo is a transit hub and contains major transfer areas both for Kitsap Transit and to Jefferson County Transit. The Transfer area is adjacent to Hwy. 305 and in the morning uses the Christ Memorial Park and Ride which fills so early, the transfer area shifts to Hwy 305 near 8th Ave by early morning. Multiple buses take commuters on the #90 route down the Hwy 305 corridor to the Bainbridge Ferry terminal. Hourly service also goes to Suquamish and Kingston, Silverdale and the Bus #43 in-town loop to Olympic College. The primary transit center is near Hostmark, this is near the Historic downtown with waterfront trails both north and south. Hostmark is also being improved as a key bike pedestrian connection to the multi-school campus, with large bike/pedestrian construction projects planned for 2011 and 2012. Another bus stop/park and ride is on Viking/Lindvig, this is adjacent to Nelson Park and Fish Park. A new large park and ride is planned for off of Viking Ave, north of Hwy 305. This is planned to accommodate 250 cars.

LOCAL TRAIL PLANNING

Poulsbo received National Park Assistance through the Rivers, Trails and Conservation Assistance at the same time as N.K.T.A. The Poulsbo Trails Committee (a subcommittee under the Poulsbo Parks Commission) began working on a trail plan in late 2008 under the leadership of Poulsbo Parks and Recreation Director Mary McCluskey. Working closely with Parks, Engineering and Planning staff citizens completed the Urban Paths of Poulsbo Plan in 2010. City staff are currently looking for additional trail opportunities using utility easements but the plan has already been reviewed by the Planning Commission and City Council and is expected to be adopted in 2011 as part of the Comprehensive Plan amendments.

Poulsbo's Trail Plan capitalizes on Poulsbo's series of eight waterfront parks and even before final adoption, the City has obtained a planning grant to pursue the top priority of extending the waterfront trail north from the downtown boardwalk and American Legion Park to connect to Fish Park and Nelson Park at the head of Liberty Bay. City Staff also utilized the work of the trails committee to support their successful grant applications to obtain funding for improve school safety adjacent to the three school campus on Hostmark and Noll Road. Poulsbo's existing trails are largely within parks so the trail plan seeks to link the parks with continuous connections of any variety. Though much of the city has sidewalks, there are also major gaps throughout the city. Given the nature of working in an existing urban area, Poulsbo's plan focuses on a pragmatic approach of utilizing a hybrid of existing assets whether they are sidewalks, shoulders, walking paths in parks or shoulders to work toward continuous linked routes within the city, especially near the schools

Poulsbo did a trail survey of its own and top priorities of residents were the waterfront trail, a shared use path separated from cars, good connections to downtown and stores, and improved connections to Big Valley and Port Gamble, Bainbridge and the Clear Creek Trail. Residents were concerned about safety and placed a high priority on a bike facility separated from cars. A few key bike routes have been prioritized for connections outside the city. These include south along Fjord Drive to Lemolo Shore, Bainbridge and Suquamish, an improved connection to Big Valley Road (a highly popular destination but with no safe bike access), an connection east to Kingston, south along Viking and west up Finn Hill Road.

Finding a feasible route for the Sound to Olympics Trail through the city will require additional staff work and coordination between the City and County and may require making existing streets one way, if the route is to go near downtown.

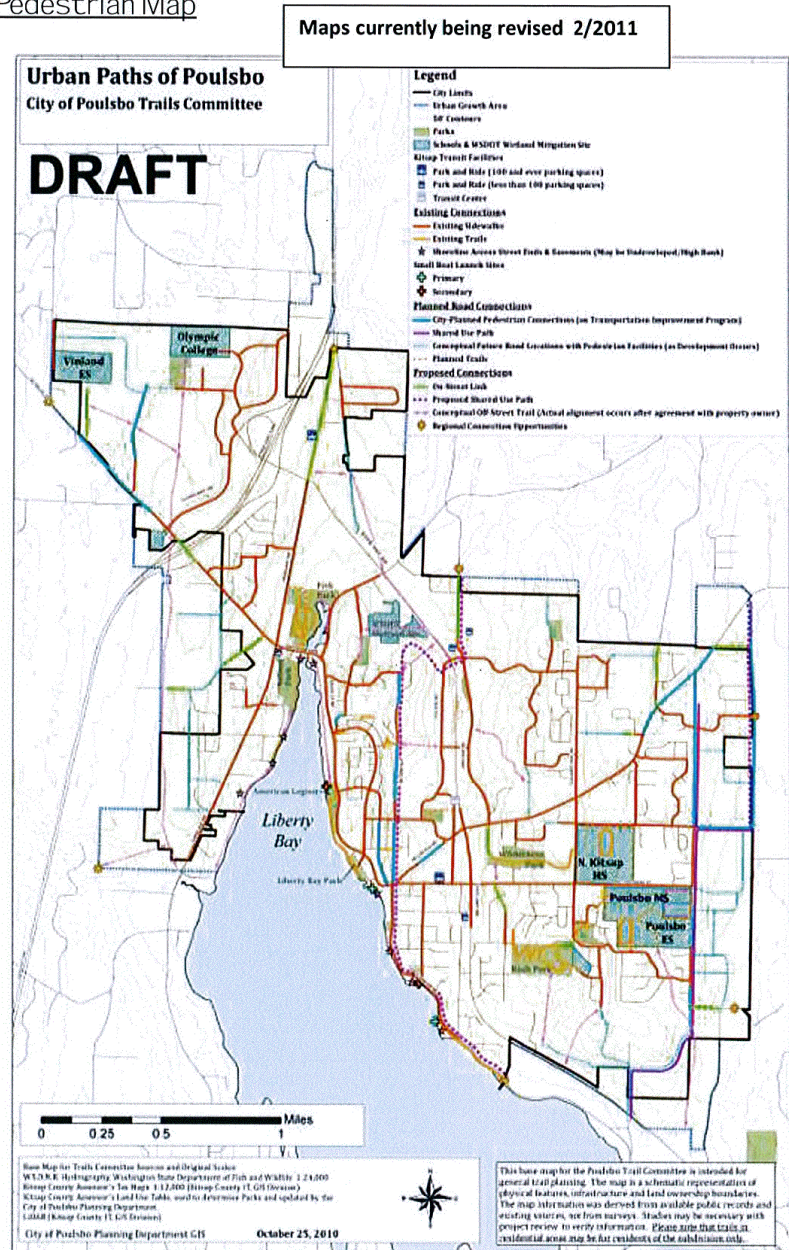
NKTA COMMUNITY OUTREACH FEEDBACK

36% of our survey respondents, 256 people identified themselves as from Poulsbo. Poulsbo's results included the highest percentage of youth participation and received many comments about the need to improve safe connections to schools.

Despite the sidewalks throughout town, Poulsbo had the second lowest % of residents that believe there are safe places to walk in their community (59% compared to NK 67%) Only 22% of residents believe there are safe places to bike on roads in their community. 34% of survey takers run at least twice a week and people of all ages voiced concerns about the need for soft surface running trails to avoid injuries. The top priority for residents were walking and hiking trails (200), biking on paved trails separated from roadways (154), running (84) and opportunities for kayaking (60). 94% of Poulsbo residents believe that a trail system is important to the quality of life in North Kitsap (typical of region) but Poulsbo residents had a higher focus on regional connections with over 87% wanting trails that connect all North Kitsap communities.

Poulsbo residents were worried about the increasing levels of traffic on the major roads and highways that ring Poulsbo, as one person shared, "Poulsbo needs to think about the future for getting around without having to interact with the traffic congestion that is getting worse on Viking Way and Bond

Pedestrian Map

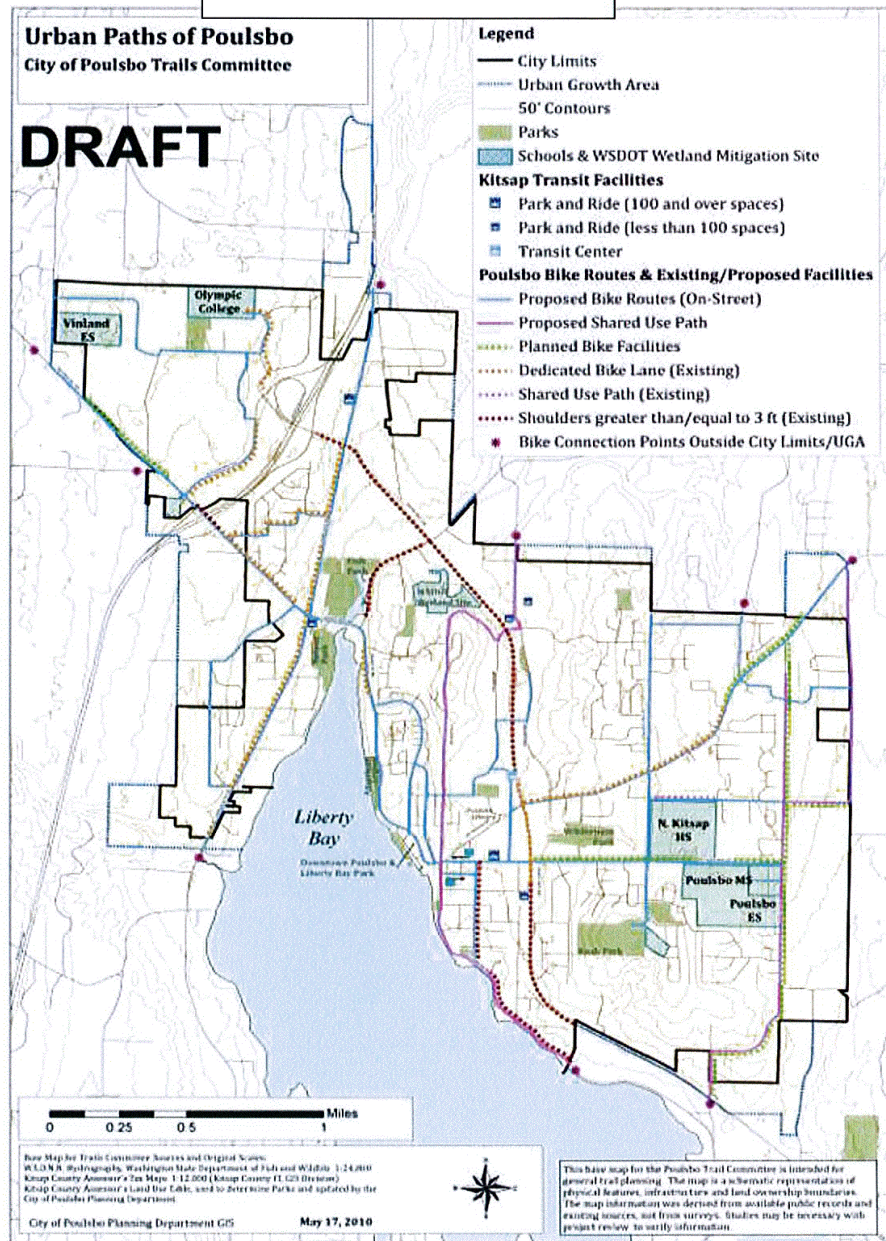


Urban Paths of Poulsbo, December 2010

Road." And another; "I used to live in Hansville and enjoyed the Greenway trails. I moved near Poulsbo and now have no place to walk. I'd like to have walking trails locally; I shouldn't have to drive to go for a walk".

Bicycle Map

Maps currently being revised 2/2011



Urban Paths of Poulsbo, December 2010

DRAFT North Kitsap's String of Pearls Trails July 15, 2011

Suquamish

Suquamish is an eclectic, historic shoreside village on the Port Madison Indian Reservation. It is the seat of Suquamish Tribal government, contains some of the most affordable and some of the least affordable housing in the county, and is a rich and socially complex community.

HISTORY

The reservation was established by the 1855 Treaty of Point Elliott (enlarged by Executive Order in 1864) though archaeologists have uncovered evidence of native use on these shores for at least 5,000 years. Clovis Points have been found in Kitsap County that date back 14,000 years, and the glaciers receded 16,500 years ago. The main village site was then at Old Man House Park, which was the largest longhouse in the region. It was also the largest man-made structure west of the Mississippi River until it was burned by the US Government in 1870. The destruction of the longhouse was intended to discourage communal living, although the Suquamish built homes at the site and continued to live there. In 1886 the federal government divided the reservation into allotments which were assigned to Suquamish individuals. The Allotment Act allowed tribal lands to be sold, however all lands within the exterior boundary of the reservation are federally-recognized Reservation Land ("Indian Country"), and any fee lands within that boundary are alienated (sold) trust lands. Much of the remaining trust landbase is forested, and home to eagles, hawks, herons and other birds, and prime habitat for bear, coyote, deer, raccoon, the occasional cougar and many other wild animals native to the area. The forests also are culturally rich with native plants used for traditional medicine and tribal arts, and provide some income to Tribal members from managed log harvest. There are substantial wetlands near Suquamish that feed salmon streams and are habitat for many aquatic species.

In 1904 the US War Department acquired land along Agate Passage, including the site of Old Man House, to build fortifications to protect the new naval shipyard at Bremerton. The village site had to be moved, though the fortifications were never built. The missionary church anchored the new (and



present-day) location, called Bartow after an early Indian agent. The name didn't last, and it took back the original native [Lushootseed](#) name of D'Suq'Wub meaning "clear salt water," and is the source of the name of the Suquamish people. The land purchased by the military was eventually sold in 1937 to a private developer and subdivided for vacation homes.

Real estate entrepreneur Ole Hansen (later a colorful Seattle mayor) purchased the Suquamish waterfront in 1909 from the Native owner and renamed it Silverstrand. He subdivided it, and promoted the vacation lots to Seattleites. The name didn't last long, and Hansen didn't realize the fortune he'd hoped due to transportation issues. Later there was direct ferry service to Indianola and Coleman Dock in Seattle by car ferry (located near the present Suquamish Pier) by the Kitsap County Transportation Company. The Agate Pass Bridge was completed in 1951.

The many small lots that were originally platted for vacation homes translated into affordable homesites and high, urban densities. Suquamish has a sewer plant, and the county jurisdictional boundary (LAMIRD, or Local Area of More Intense Rural Development) is the same as the sewer-access area.

TODAY

The Suquamish tribe has approximately 950 enrolled members with about half living on the reservation. The tribe is governed by a seven member Tribal Council. LAMIRD population: 2,294, greater Suquamish population: 3,139 from Census 2010. The Tribe is now the third largest employer in Kitsap County, and the dollars generated from Tribal enterprises are boosting community employment and infrastructure.

The Suquamish Citizen Advisory Committee (SCAC) provides a forum for community discussion on the many issues and interests found in the Suquamish community. Appointed by the County Commissioners, its members are dedicated to fostering communication among Suquamish citizens and local governments. The committee promotes a sense of community vision and pride as it supports improvement.



EVENTS

Chief Seattle Days (Aug), Canoe Journey Hosting, Veteran's Pow Wow (Nov), Farmer's Market (May-Oct)

PUBLIC TRANSPORTATION

Kitsap Transit: Bus #90 Poulsbo/Bainbridge, Bus #92 Poulsbo/Kingston/Suquamish - with stops at regional Park & Ride and in town

Kitsap Transit Park & Ride: Suquamish UCC church

Shuttles to casino

Suquamish Way/Augusta Avenue is a main north-south arterial

SCHOOLS

Suquamish Elementary School, Suquamish Tribal High School

BUSINESSES

Auto Repair, small grocery, convenience store, restaurants (3), tavern, various home businesses, Heavy equipment operation, Suquamish Clearwater Casino and Resort

COMMUNITY FACILITIES

House of Awakened Culture, Suquamish Dock, Charles E. Lawrence Memorial Boat Ramp, Suquamish Museum, Fire Station 84

PARKS

- Old Man House Park
- Angeline Park
- House of Awakened Culture
- Suquamish Nature Preserve (Boy Scout Park) to Cowling Creek Preserve
- Pathway Park
- Suquamish Sports Court
- Hemphill Street Road End
- North Urban Street Road End leading

TRAILS

- Pathway Park trail
- Suquamish Nature Preserve trail
- Angeline Avenue
- Cowling Creek Preserve (no dogs, foot traffic only)

PUBLIC WATER/BEACH ACCESS

- Suquamish Dock
- Charles E. Lawrence Memorial Boat Ramp
- Old Man House Park
- Hemphill Street Road End

TRANSIT LINKS TO TRAILS

Kitsap Transit Buses #90 and #92 stop in town and pass North Kitsap Heritage Park Access and Cowling Creek Forest Preserve.

LOCAL TRAIL PLANNING

Safe Routes to School: Geneva Street, Park Boulevard and Division Avenue sidewalks

Work with Suquamish Shore community to allow access through that development to link north and south sections of Angeline Avenue. Continue work with SCAC and Kitsap County Public Works to acquire walk able/ride able shoulders on Miller Bay Road.

NKTA COMMUNITY OUTREACH FEEDBACK

Though Suquamish had relatively small participation in the survey (34), results were dramatic in highlighting the safety concerns of Suquamish residents. Only 36% of residents believe there are safe

places to walk, hike or run in the community and only 12% believe there are safe places to bike on the roads in the community. Compared to average community-wide results of 67% believing there are safe places to walk and 25% believing there are safe places to bike, these results show the lowest level of perceived safety. Community respondents voiced consistent support for trails within neighborhoods, to schools and connecting to other communities and the larger region.

Survey answers about community priorities were in line with the rest of north Kitsap except that Suquamish, along with Poulsbo, had the highest level of interest in running. 77% of respondents were comfortable with full sized shoulders but only 16% were comfortable with 2' shoulders in moderate traffic (compared to 29% for the region). Suquamish has very narrow roads and R.O.W.s within town and is accessed by Suquamish Way east to 305 (with full bike lanes) and north along Miller Bay Road, which has almost no shoulders. There were no comments received specific to Suquamish at the larger community meetings except for a repeated concern about the lack of bike safety on Miller Bay Road.

Community Outreach Summary

The North Kitsap Trails Association embarked on a serious effort to hear from the North Kitsap Communities before writing this trail plan. Initial efforts focused on writing a survey, with the support of both the National Park Service and the Kitsap County Health dept. The online survey was designed to provide feedback on a variety of issues and to be able to reflect the unique character and opinions of each separate community. This online survey was available between March and mid May 2010 and over 724 local residents participated. This is one of the largest responses that the Western office of the National Park Service had seen through their RTCO program.

While the survey was still open, NKTA launched a series of presentations and workshops though out the north end of our County. In just over a two month period, NKTA volunteers hosted a total of 27 outreach events including two large public trail planning workshops. Between the events and survey, we reached over a thousand community members. Though each presentation was slightly different, all included a power point presentation of our vision for trails in North Kitsap and opportunity for discussion or questions. At each meeting comment forms were distributed to provide another opportunity for feedback.

The top priority that came out of the public workshops was support to maintain the open space and trails in Port Gamble. During the two trail planning workshops , maps and pens were provided and community members were asked to show where they would like to see trails. Their ideas and concerns were also recorded through sticky notes they placed on the drawings and maps. Participants were also asked to "vote" with stickers on what they saw as top priorities for NKTA to focus on.

Online Survey Results:

Almost everyone wants trails, especially walking trails: An interesting result of the survey was the level of consistency of support for trails and the high priority on walking and hiking trails. 94% of participants said that a trail system is important to the quality of life in North Kitsap, 83% of them strongly agreed with that statement. When asked for their priorities, every community and every age bracket said their highest priority was walking and hiking trails. 93% of participants said they would use a trail system if one were built in their community, 87% said they would exercise more and 67% of people reported walking two or more times per week. 562 people had walking trails as one of their top three priorities.

High priority on paved paths separated from cars: 89% of people said paved shared use paths that are separated from cars would be an important addition to the community, with the same number saying they would use them. Biking on paved paths separated from the roadways was a high second priority in the overall survey, in almost community and for people 30 and up. It was a close third for those under 30. 408 people had biking on paths separated from cars as one of their top three priorities.

People do not feel it is safe to bike on roads in their communities: The concern about bike safety was pervasive, an astonishingly low 25% of participants thought there are safe places to bike on the roads in their community. But there was a wide variation between communities with only 12% of Suquamish residents feeling safe on the roads, followed by Port Gamble, Kingston and Poulsbo residents having the highest levels of concern about their safety. Indianola, Lofall, Hansville and Eglon residents felt somewhat safer, but only on Bainbridge did a majority of the residents think they were safe on the roads.

Most people don't feel safe without a full bike shoulder: As bicyclists, many NKTA volunteers thought a continuous 2' shoulder would be pure luxury but when the larger community was asked a series of questions about shoulder width and separation from cars, their answers reflected discomfort with narrow shoulders. . Anything less than a full AASHTO shoulder, left the majority of people feeling unsafe. Only 8% were comfortable on a moderate traffic road with no shoulder, a 2' shoulder raised that to 29%, 5' 71%, and 92% were comfortable on a separated path.

Water trails are important though not used as often: 78% of people said that water trails are important to the quality of life in North Kitsap. Kayaking, Canoeing and non motorized watercraft was the 3rd highest priority overall with 233 ranking it in the top three priorities. People don't use water trails as frequently as other types of trails (3% twice a week), but value the ability to get out on the water highly.

Many people want to bike: Three types of biking were provided as options when people were asked to rank their top three priorities: paved trails separated from cars, dirt or gravel and continuous shoulders. Kayaking, mountain biking, running and biking on continuous shoulders all ranked similarly in numbers who placed them in their top 3 priorities but if all three categories of biking are added together, the total of all times bikes were listed in the top three priorities(804), would have trumped even the universally popular walking trails (562).

Younger people want running paths: People under 30 had running paths as the #2 priority and this was an age group that was substantially under represented.

Most people want trails of all types but small "end of the road" communities are more hesitant about major regional connections: When NKTA asked a variety of questions about whether people wanted neighborhood trails, connections between communities or regional trails, the numbers stayed fairly consistent with 81-87% agreement. This varied by community but less than had been anticipated, only in one instance were trails of any type not supported by a majority of the community. (only 48% of Eglon residents want regional connections). The highest levels of support for trails of all varieties were on Bainbridge, in Suquamish, Poulsbo, Lofall, "other" Kitsap and Port Gamble. Kingston, Hansville and Eglon had a greater preference for neighborhood and local trails but 78% of Kingston and 73% of Indianola residents wanted regional trails as well.

Horseback riders are small in number but care about trails: Horseback riding trails were ranked 8th in the list of priorities, (99 people listed horse trails in their top 3 priorities) but 5% of those surveyed said

they rode horses twice a week. But public meetings and written comments showed a very high level of interest in horse trails. Horse riders are also frequently diligent volunteers for trail maintenance.

Compared to the general population, the survey had a larger participation of women (61%) and people ages 40-59. Younger people under age 29 were significantly under represented. 36% of participants were from Poulsbo, 17% from Kingston, 9% were from Indianola and 8% were from Hansville or "other Kitsap". Only 5% were from Bainbridge Island and from Suquamish, so those communities were under represented.

Feedback from Outreach Events: Twenty-seven different community meetings were held and it is challenging to summarize feedback from literally hundreds of comments and conversations. In the two trail planning workshops, people were asked to vote with their own 3 stickers on twelve different statements to gauge priorities, these are the results.

#1 Support for permanent open space and trails in Port Gamble: The highest number of stickers (93) were placed on the statement: I want to see the trail system out of Port Gamble permanently open to the public supporting the North Kitsap Legacy Project open space and trails.

#2 Usable horse trails with trailer access: Horse riders were strong participants in these meetings, many attended both workshops. (70)

#3: Bike shoulders on high priority bike routes (67)

#4: Regional trail connections between North Kitsap communities. (58)

#5: Trail/bike route from BI and Suquamish to the Heritage Park and Kingston (51).

#6: I want trails in my community (44)

#7: Complete Hansville bike shoulders (32)

#8 Want unpaved running/walking trails near North Kitsap schools (28).

Many people shared a wide variety of trail route ideas with us and helped draw routes on maps. Many people commented on the importance of preserving access to the Port Gamble property :

- Lock in legacy
- OPG land permanently open!
- Access to Port Gamble trails from Big Valley.

There was strong participation from high school age runners who were eager to find safe places to run long distances, especially near NKHS. Poulsbo is expecting substantial development on the east side of Noll Road, which will dramatically increase traffic adjacent to all three schools, anticipating this change, the city has embarked on efforts to improve walking and biking facilities near the schools.

Improvements will be built in 2011 and 2012 but soft surface running trails out of traffic, will still be in high demand in this location. Young runners also commented they should be able to run closer to home as currently NKHS X country meets are held in Hansville.

Many people voiced their concerns about the dangers of bicycling in North Kitsap, the lack of progress on long overdue bike facilities and the difficulties of parking horse trailers. Many people offered to work on trails, some offered a "license" for trails on their property and most were highly supportive. But

there are concerns and challenges with shared use. Everyone wishes that all users would be considerate and pick up after their pets, even horses. Dog lovers want to make sure they can bring their pets on some trails off leash. Horse riders are nervous about off leash dogs and young children.

Comments: One comment that we heard frequently was the desire to walk without having to drive:

I used to live in Hansville and enjoyed the Greenway trails, I moved near Poulsbo and now have no place to walk. I would like to have walking trails locally. I shouldn't have to go for a drive to go for a walk.

The appendix includes all 265 separate comments, but the great majority of them were positive comments such as:

- We think that having a trail system would be a fabulous asset to our community. It would be attractive to families considering our area as a home. It would also encourage a healthier lifestyle for current families. Strong Support!
- The economic boon to Kitsap County in leading the way in a series of connecting, safe trails should not be discounted. Let's lead the way for the rest of the state and say we did it first and we did it right.
- It's a great idea; a great way to make our community stronger mentally, physically and spiritually, by making outdoor activities more accessible to all.
- Thanks! We are far behind other parts of the country on this.
- What a fabulous plan!
- I would like to see the trails in all of Kitsap County.
- "Please hurry-we need trails badly!
- We love the access to nature here, so keep those trails open and available.
- I love, love, LOVE this idea!!!, would like to help make it a reality. I feel it is so important to have the possibility of moving around safely without a vehicle!
- Thank you! This is a great gift to our community!
- I would be willing to pay more taxes so that we could make our roads more user-friendly for people who would like to use a bike or walk to work.
- Sounds great! We need SOMETHING here!
- The trails should be geared toward transportation(getting to schools, stores, etc.) as well as toward recreation. I can hardly wait!
- I LOVE the idea of the NKSPT and think ALL communities should be connected. Many are trying to "buy locally", what about enjoying outdoors locally? I think it would be fun to do a multi-day backpack through NK.
- I think it is one of the most incredible concepts and should be a top priority for this county. It could be not only a great asset to the community and our children, but could also bring in a lot of tourism to our area.
- I think the string of pearls is an epic idea that will be a wonderful gift that we can give to future generations.
- More trails the better!
- I wish this could happen very soon, before I'm too old and my kids are gone!
- Kitsap County is in the Stone Age when it comes to safe and continuous trails.

- I favor public purchase of as much quality habitat as possible to forestall development, to benefit wildlife and to provide for quiet, compatible human activities (e.g. hiking, bicycling, horseback riding, etc.) I would favor a wide-area park district for this purpose.
- I would LOVE to have this as an option! It is difficult to find safe places to run/bike in North Kitsap - especially with a baby in tow.
- Thank you! GO, go go!

But some people voiced concerns such as:

- All trails and public places should be easily patrolled by police.
- Will this impact our property taxes? How will this be paid for?
- Beach owners pay heavy taxes for the privilege of privacy.
- Concerned about the impact of off road bikes on the environment.
- I am strongly against paving all of the trails.
- My community already has a trail system. I use it regularly for exercise and nature observation. I'm not interested in linking it to other communities because I like it the way it is - lightly traveled, not subject to overuse or introduction of invasive plants.

Many people had concerns related to bicycling safety, particularly the lack of continuous shoulders and disconnected shoulder improvements that come and go:

Our "bike lanes to nowhere" are a big frustration. .. I would cycle far more if I could get somewhere I need to go safely. It's not just about going out for a fun exercise ride but incorporating bicycles as a viable means of transportation.

- Kitsap County is way behind in bicycle friendliness.
- We need a safe place to bicycle, hike or run with children.
- Having started biking to and from the store, library and post office, I have found that there are some real unsafe areas. .. A continuous trail system in NK is desperately needed and is something that my family and I would use daily!
- Although I don't bike, I'd like to see bikes on their own path for safety reasons.
- I think the trails should be away from highways and places that people drive.
- I believe the plan needs to consider safety first. The trails will not become popular until there are acceptable shoulders for bikes, runners and walkers. Then people will feel comfortable switching over to non-motorized transit.
- We need mountain bike trails - single track in our area.
- I said the same thing last year. WE NEED TRAILS in North Kitsap. Olympic Discovery Or Burke Gilman are the only alternatives for long trails.

And animals:

- Please attempt to include multi-use (equine inclusive) trails whenever possible!!!
- "If I have regulations picking up after my dog, why shouldn't the horseback riders?"
- DOGS! Please consider more dog parks and trails that welcome dogs.
- I'd love to have more places to walk my dogs.
- I'm concerned that horse use might get displaced because it is not a major use!

- Areas for horse trailers are a necessary part of trail access.
- Horses greatly degrade trails for other users, especially in wet weather.
- (About "doggie bag" stations)...Irresponsible owners who do not pick up are a problem in all communities. It should be acknowledged that a large portion of our population has dogs.
- Please insure that trails exist for walking LEASHED dogs; the Hansville trail system is a wonderful asset to the community and we need more trails like it.

E: Trail Acquisition, Design and Building

Locating Trails and Insuring Public Access

Acquisition and construction for the North Kitsap Trails necessitates adopting and setting priorities and taking a long term perspective. Taking an incremental approach to implementation of policy changes, easement agreements and construction will build the String of Pearls network over a period of decades. A long term approach allows partners to take advantage of opportunities and funding as it becomes available.

Possible approaches to acquisition to the land and insure public access include:

- Public ownership of trail lands and adjacent open areas such as North Kitsap Heritage Park permit the building of new trails. Local jurisdictions may have to pursue formal easements over public land held by the state or federal government.
- Public right of ways are linear corridors of land owned by a public entity or with use allowed to the public for a public purpose. Right-of-ways for trails often include a designated amount of land on either side of a utility or trail corridor that serves as a buffer for adjacent land uses. Trails planned on public right-of-ways will need concurrence from the managing jurisdiction.
- Trails considered to run across private property should be evaluated early in the process for potential private property owner cooperation if willingness is present.
- Easements allow public on private lands. Established by formal easement agreements that are formally tied to the property, this tool provides great flexibility for private property owners who wish to keep parcels of property in private ownership while allowing public access. Easements can be donated or sold. Often, the monetary value of an easement is established through an appraisal process based on acreage, adjacent uses, and other standard real estate factors. One particularly creative land trails approach is to use floating easements, which establish the right to public access on a trail while permitting the owner and public entity to precisely locate the trail when the time arrives for trail construction.
- Other agreements can be used to permit public access to lands that can be adapted to the particular circumstances. Licenses can be negotiated in situations where the property owner wants to be able to revoke the use of the land in the future.
- Purchase of property for the purpose of trail construction is possible through donations, grants, or taxation, for example establishment of a metropolitan park district.

References:

Kitsap Regional Coordinating Council (KRCC) Report *Looking for Linkage, Non-motorized Facilities in Kitsap County*, 2010, pages 90-91.

Non-motorized Route Selection Criteria

1. Connectivity

- a. Efficient/ direct/ transportation route
- b. Linkage to public transport
- c. Proximity to key destinations

2. Safety

- a. Low auto traffic volume
- b. Low auto traffic speed
- c. Low number of conflict points
- d. High personal safety features

3. Feasibility/Ease of Implementation

- a. Low construction costs
- b. Availability/potential sources of funding
- c. Percentage already complete
- d. Few critical areas
- e. Availability of Right Of Way
- f. Low grades/less challenging topography
- g. Support of existing plans

4. Potential Use

- a. Proximity to population centers
- b. High scenic/view value
- c. High recreational value
- d. ADA access
- e. Available parking/easy access

Trail Cost and Continuity

Trail construction should be based on cost effectiveness and continuity:

- Continuity should be prioritized with consideration for cost, e.g. continuous adequate road shoulders may be better than intermittent full width shoulders.
- “Good Enough” design may allow construction to provide continuity at an affordable cost, e.g. placing crossings at lights or stop signs when possible; utilizing public right-of-ways where it is most practical; using low traffic roads, tax title strips, abandoned roads or railroad grades where possible; following topography; and utilizing existing routes.
- Cost effectiveness must be balanced with funding sources, e.g. a gravel path is unlikely to attract transportation dollars, but more expensive improvements that meet applicable standards, like a shared use path, may attract transportation funding.

- One shared use path could substitute for a sidewalk plus bike lanes if continuous.

Incremental Trails System Development

NKTA recognizes that trail systems should be allowed to develop incrementally. Portions OF the trail system may be built to a lower level than the intended final trail (i.e. phased trail development) for expediency based on availability of funding, ownership or permitting.

- Strategic planning and a feasibility analysis are needed to identify all segments for a continuous trail.
- Planning is needed to identify costs to use in the submission of grant or earmark requests for small versus large segments.
- Incremental trail planning must consider: present and future property ownership, future needs for public right-of-way for roads and highways, and possible future loss of public right-of-ways due to encroachment or vacation.
- In securing access for as trail that will grow to a shared use path adequate width must be obtained.

Trail Standards and Drawings

North Kitsap Trails Association recognizes that a set of standards is required for a variety of trail types and uses. The diagrams in this plan have been developed to represent minimum requirements for a range of trail types. The type of trail to be constructed depends on several factors including: intended users, expected volume of traffic, underlying soils, terrain, property ownership, adjoining roads, environmental concerns and available funding.

The four types of trails shown in this plan are of four levels:

- Level 1 – Basic Community/Recreational Trails
- Level 2 – Community Connector Trails
- Level 3 – Regional Trails
- Level 4 – Bike Lanes

1. **Level 1 - Basic Community/Recreational trail** – Diagram 1. This lowest level of trail development represents a path connecting areas within a neighborhood or community. These trails are intended for foot traffic only with relatively low volume. Basic Community/Recreational trails may range from primitive natural surface paths with some minor obstacles such as roots or rocks, to well-developed graded and maintained paths. Tread width and overhead clearance are flexible. No slope limit is specified.

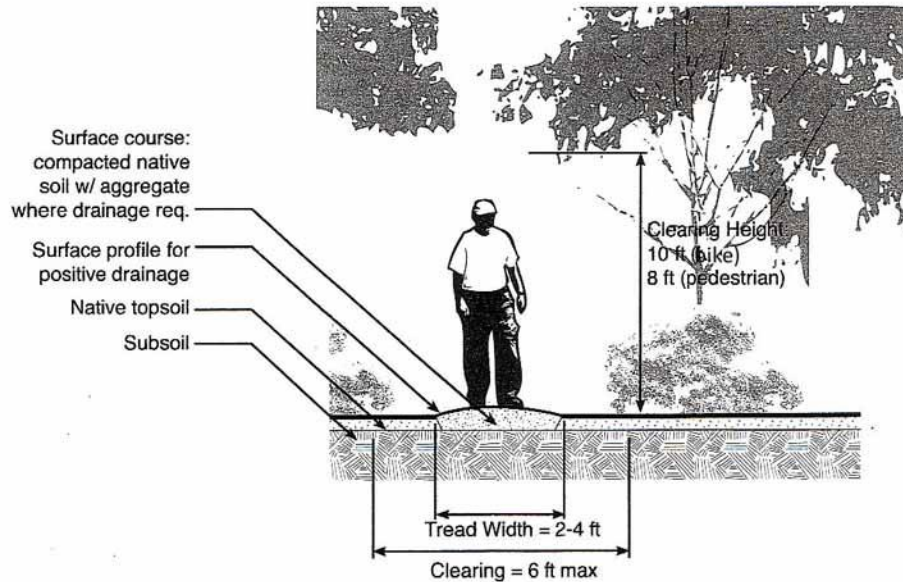
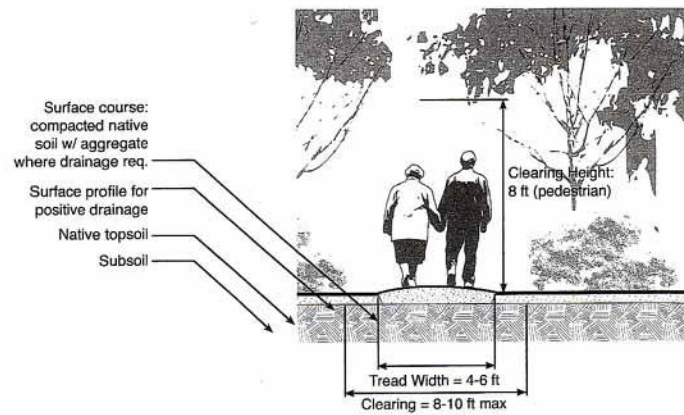
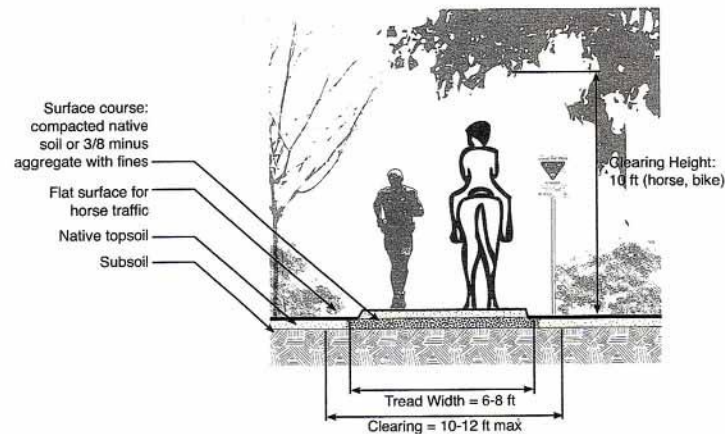


DIAGRAM 1 - LEVEL 1 - BASIC COMMUNITY/RECREATIONAL TRAIL

2. **Level 2 – Community Connector Trails – Diagram 2.** The Community Connector level trail would be constructed to connect communities within North Kitsap, i.e. the String of Pearls Communities. The level 2 trails are intended for a moderate volume of varied users to include foot traffic, mountain bikes, and horses. Construction will be required to produce a durable aggregate base and surface. Minimum tread width, maximum percent slope and minimum overhead clearance specifications are required.



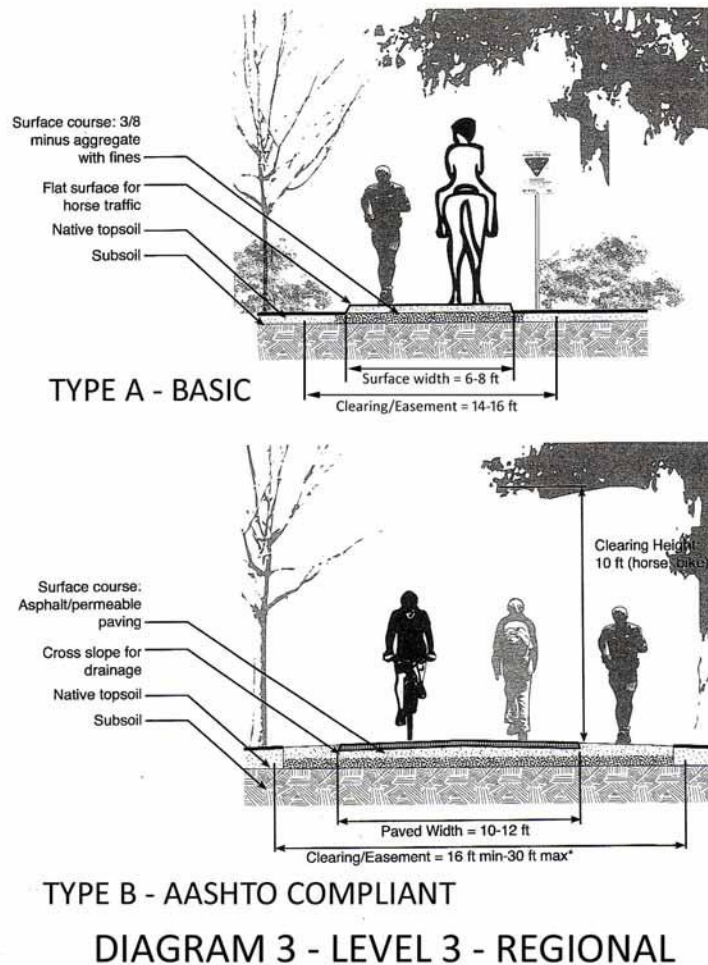
TYPE A -BASIC COMMUNITY CONNECTOR



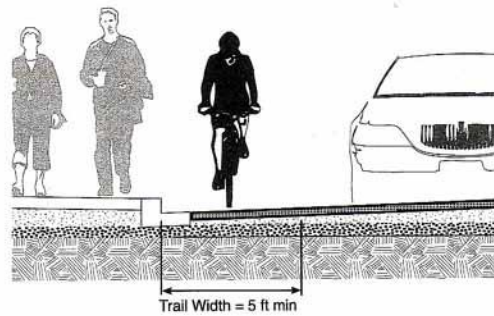
TYPE B - MULTI-USE COMMUNITY CONNECTOR

DIAGRAM 2 - LEVEL 2 - COMMUNITY CONNECTORS

3. **Level 3 – Regional Trails – Diagram 3.** Regional trails are off-road trails connecting the cross-sound ferry terminals at Bainbridge Island and Kingston with the Hood Canal Bridge. Level 3 trails are intended for high volumes to include foot traffic, all types of bicycles, ADA conveyances, and horses. Construction will be required to produce a durable aggregate base and paved surface. Minimum tread width, maximum percent slope and minimum overhead clearance specifications are required. These are intended to ultimately be shared use paths as defined by the Federal Highway Administration. Considerations must be made for accessibility at trailheads and separation of users where appropriate and possible.



4. **Level 4 – Bike Lanes – Diagram 4 (curb and no curb).** Bike lanes are required where Community Connector Trails or Regional Trails cannot be constructed off-road. Construction is required to construct a paved surface if none exists. Lane marking and signage are required.



BIKE LANE WITH CURB



BIKE SHOULDER (NO CURB)

DIAGRAM 4 - BIKE LANES

Phased Development of Trails

NKTA recognizes that trails should be allowed to develop in phases (Diagram 5), e.g. a trail may begin as a Level 1 unofficial path used by local residents which may evolve to a Level 2 Community Connector.

Some trails may, in the future, become fully developed shared use paths.

Allowing trails to develop over time would provide flexibility to build trails even with limited resources:

- Phased trail planning must consider what the intended final path will be, e.g. if a Level 1 community trail is intended to eventually grow into a paved shared use path, its location and ownership must be initially planned to allow growth.
- Trails that can be built by volunteers are far more achievable in the near future than those that require a professional contractor.
- If funding is limited, a trail could be started as a dirt path then widened or improved as a gravel path and, if appropriate, changed into a paved shared use path when funding becomes available.
- Trails can initially be built to lower standards and can be upgraded at a later time.
- Upfront costs can be minimized, e.g. for engineering/environmental review.
- A trail system can be composed of elements built to differing standard levels, e.g. a spur trail could be constructed as a dirt path in a critical area buffer where it could not likely be upgraded to a paved shared use path in the future.

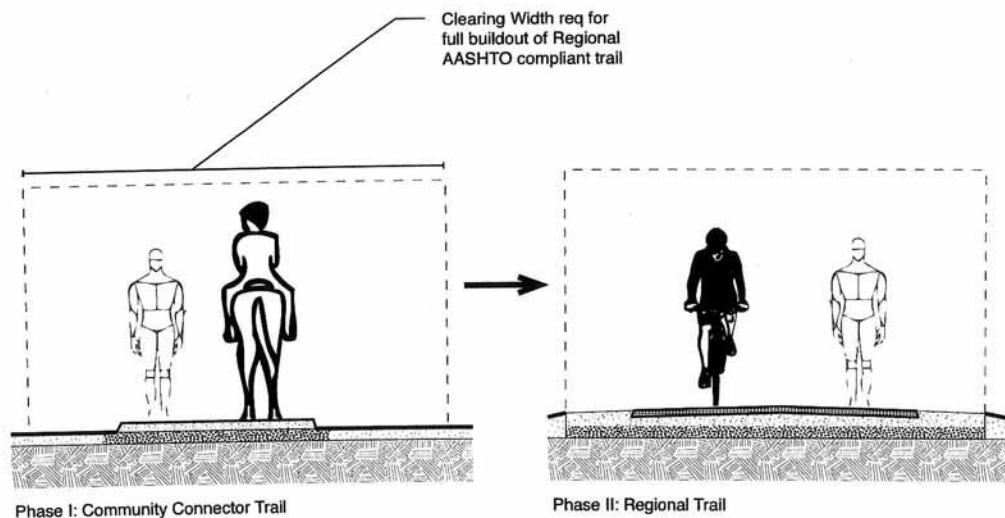


DIAGRAM 5 - PHASING

Trail Heads

Trail heads are improved areas where people can access the trails. A mature trail system will provide supporting facilities such as trail heads, street crossings (above, below and at grade), informational, directional and regulatory signage, sanitary facilities, viewing areas and interpretative sites, beach access, picnicking and camping areas, ADA accessible design segments, bicycle parking, hitching posts (for equestrians), small boat put-ins (for water trails), and other user amenities. At its most basic level a trail head provides neighborhood access. A developing trail system will initially provide trail heads with minimal parking but may be expanded in the future as demand increases. The plan will also support the development of trailheads on public transit routes.

Note: These standards have been selected by NKTA to represent minimum requirements. These requirements are open-ended to allow for a range within the levels, and to allow for evolution of the trails where applicable. NKTA's intent is to not reiterate or conflict with any existing trail published standards. Locations, topography, land ownership and funding will dictate which existing standard will be applicable to a trail. Designs will consider compliance with regulations and codes required to qualify for grants.

References - Guidelines and Regulations:

1. USDA Trails Management Handbook (Forest Service Handbook 2309.18)
2. USDA Trail Construction and Maintenance Notebook, 2007 Edition
3. USDA Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG)
4. USDA Forest Service Trail Accessibility Guidelines (FSTAG)
5. Federal Highway Administration Guidebook, 2001: Designing Sidewalks and Trails for Access, Part II: Best Practices Design Guide, Chapters 12 through 18, TRAIL DEVELOPMENT
6. Federal Highway Administration, FHWA-PD-94-031 :[Conflicts on Multiple Use Trails](#)
7. Guide for the Development of Bicycle Facilities, 1999 (AASHTO Bike Guide)
8. Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2004 (AASHTO Pedestrian Guide)
9. Designing Sidewalks and Trails for Access: A two-part report on pedestrian accessibility, produced for FHWA

F: Trail Management and Maintenance

The North Kitsap String of Pearls trails will be jointly developed and managed with jurisdictions that the trail crosses. NKTA will be a primary partner in this effort, assisting to design, build, manage and maintain the trails through their volunteer base.

Trail Safety

According to our community survey and outreach, safety concerns were among the most important factors when considering trail system development especially along roadsides. Routes along roads present safety problems because of traffic volumes and lack of adequate roadside shoulders, jeopardizing pedestrians and cyclists. Currently, safety issues in North Kitsap keep many people from walking and cycling on public right of ways. Please refer to the most dangerous sections outlined by the West Sound Cycling Club and NKTA on the High Hazard Map in Section B. Plan Recommendations.

Recreational Users Statute/Liability

Though not included here in its entirety, the Washington State Recreational Users Statute was passed by this state with the clear purpose of encouraging recreational use on both public and private lands, and protecting the property owners from liability for allowing that public access. The following comes directly from Washington State law.

Washington Recreational Use Statute

§4.24.200 Liability of owners or others in possession of land and water areas for injuries to recreation users -- Purpose.

The purpose of RCW 4.24.200 and 4.24.210 is to encourage owners or others in lawful possession and control of land and water areas or channels to make them available to the public for recreational purposes by limiting their liability toward persons entering thereon and toward persons who may be injured or otherwise damaged by the acts or omissions of persons entering thereon.

§4.24.210 Liability of owners or others in possession of land and water areas for injuries to recreation users -- Limitation

(1) Except as otherwise provided in subsection (3) of this section, **any public or private landowners or others in lawful possession and control of any lands** whether designated resource, rural, or urban, or water areas or channels and lands adjacent to such areas or channels, **who allow members of the public to use them for the purposes of outdoor recreation**, which term includes, but is not limited to, the cutting, gathering, and removing of firewood by private persons for their personal use without purchasing the firewood from the landowner, hunting, fishing, camping, picnicking, swimming, **hiking, bicycling, skateboarding or other non-motorized wheel-based activities**, hang-gliding, paragliding, **the riding of horses** or other animals, clam digging, pleasure driving of off-road vehicles, snowmobiles, and other vehicles, boating, nature study, winter or water sports, viewing or enjoying historical, archaeological, scenic, or scientific sites, without charging a fee of any kind therefore, **shall not be liable for unintentional injuries to such users.**

§79A.35.070 Categories of trails or areas -- Policy statement as to certain state lands.

The following seven categories of trails or areas are hereby established for purposes of this chapter:

- (1) Cross-state trails which connect scenic, historical, geological, geographical, or other significant features which are characteristic of the state;
- (2) Water-oriented trails which provide a designated path to, on, or along fresh and/or salt water in which the water is the primary point of interest;
- (3) Scenic-access trails which give access to quality recreation, scenic, historic or cultural areas of state-wide or national significance;
- (4) Urban trails which provide opportunities within an urban setting for walking, bicycling, horseback riding, or other compatible activities. Where appropriate, they will connect parks, scenic areas, historical points, and neighboring communities;
- (5) Historical trails which identify and interpret routes which were significant in the historical settlement and development of the state;

The planning and designation of trails shall take into account and give due regard to the interests of federal agencies, state agencies and bodies, counties, municipalities, private landowners and individuals, and interested recreation organizations. It is not required that the above categories be used to designate specific trails, but the IAC will assure that full consideration is given to including trails from all categories within the system. As it relates to all classes of trails and to all types of trail users, **it is herein declared as state policy to increase recreational trail access to and within state and federally owned lands and private lands where access may be obtained. It is the intent of the legislature that public recreation facilities be developed as fully as possible to provide greater recreation opportunities for the citizens of the state.** The purpose of chapter 153, Laws of 1972 ex. sess. is to increase the availability of trails and areas for off-road vehicles by granting authority to state and local governments to maintain a system of ORV trails and areas, and to fund the program to provide for such development. State lands should be used as fully as possible for all public recreation which is compatible with the income-producing requirements of the various trusts.

Accessibility- ADA and Universal Design

All shared-use path segments of the Sound to Olympics Trail that are built with Federal or State funding will be ADA accessible, unless an exemption is obtained through WSDOT for a "Deviation". Deviations are sometimes granted because of topography. In general, shared use paths have an expectation for ADA compliance while sidewalks and bike lanes are allowed and expected to follow the grades of roads. Roads are not expected to meet the grade requirements of ADA.

Other recreational trails can be made ADA accessible where topography and costs allow. For recreational facilities, the expectation is that some facilities (but not all) should be accessible, and built to a recreational standard. The gravel trails in the Clear Creek Trail system and Poulsbo's Fish Park are examples of recreational trails that meet that standard for Washington State RCO grant funding. Those trails are built of packed gravel to allow wheelchair navigation and are 6 feet wide. They meet the ADA requirements for slopes and no obstacles. Other trails within the Clear Creek system (up



the hill by the Medical facilities) were built without state funding by volunteers and do not meet ADA standards.

Good Neighbor Policy

Adjacent landowner concerns about security and trespass must be considered. Designating private property can be done through the use of signage, vegetative screening, or fencing. Buffers can be designed to provide separation. It is important to keep lines of communication open between landowners and trail managers with a Good Neighbor Policy. Conflicts between trail users and adjacent landowners can be minimized through proper trail design and trail user education.

Trail User Code of Ethics

- **Respect:** It's a simple concept: If you offer consideration and respect to other users, you are more likely to receive it. Interaction with respect will diminish negative encounters on the trail for all users. Respect the wildlife as well as other trail users.
- **Communication:** Let others know that you are there when approaching from behind.
- **Yield Appropriately:** Let your fellow trail users know that you are coming—a friendly greeting is a good method. Bicyclists should yield to other non-motorized trail users, unless the trail is clearly designated for bike-only travel. Bicyclists traveling downhill should yield to those traveling uphill, unless otherwise designated. Hikers and cyclists should yield to horses, stepping or moving downhill and off of the trail. In general, strive to be safe and courteous.
- **Revere the Resource:** Acknowledging North Kitsap's beautiful landscape by following ethics such as "Leave No Trace" and pitching in to give back—pick up trash, volunteer on a trail project, and become a member of NKTA.
- **Be Informed:** Use maps, know the trail rules and regulations, and stay on the designated trails.
- **Be Aware of Trail Conditions:** Refrain from heavy use when the trails are muddy or under construction/maintenance to minimize long-term trail damage.

Reference: International Mountain Biking Association

Dogs

Comments from the Community Outreach Feedback indicated that many trail users want to use trails with their pets. Most jurisdictions will likely require that pets be under direct control or on a leash at all times in the interest of safety for other users, observance of public right of way, protection of natural areas and wildlife, and compliance with applicable law. Still, every effort should be made to identify trail and public access adjacent areas where off-leash pets can be safe and appropriate. In all areas, trail users will be responsible for the collection and proper disposal of pet waste. Every effort should be made to have pet waste bags available at larger trail heads.

Horses

Many equestrian trail users attended the Community Outreach meetings to assure that horse access was part of the trail plan. There are a large number of horse owners and stables in the North Kitsap area. This group wishes to continue using the trails that have been available to them on OPG properties and North Kitsap Heritage Park. As with dogs, horses must be under the direct control of their users, observance of public right of way, protection of natural areas and wildlife and compliance with applicable law. Increasing use of a trail by horses may trigger the requirement for horse owners to be responsible for the collection and disposal of horse waste. For some fragile trails it may be appropriate to impose seasonal restrictions for horses.



Volunteers and Membership

It is recommended that NKTA develop and implement a formal volunteer program that allows local residents, clubs and organizations to get involved in the day to day management and operations of the trails. Such a program would help develop public stewardship and ownership of the trails. Most successful volunteer programs have these components: a designated volunteer coordinator, an established methodology for identifying and maintaining a task list of work that needs to be done and a training and recruitment program.

G: Funding Sources

Active Transportation (Non-Motorized) Funding Sources

Federal Funding Sources

- Surface Transportation Program (STP)
- Highway Safety Improvement Program
- Transportation Enhancement Grants
- Congestion Mitigation/Air Quality Improvement Program
- Recreational Trails Program (*Distributed directly to States*)
- Safe Routes to Schools Program (*Distributed through WSDOT*)
- New Freedom Initiative *SAFETEA-LU*
- Land and Water Conservation Fund *Washington State Recreation & Conservation Office (RCO)*
- Community Development Block Grants
- Rivers, Trails and Conservation Assistance Program *National Parks Service*
- Transportation, Community and System Preservation Program

State Funding Sources

- Statewide Transportation Improvement Program (STIP)
- Urban Sidewalk Program *Washington Transportation Improvement Board*
- Washington Wildlife and Recreation Program *Recreation and Conservation Board*
- Traffic Safety Grants *WA Traffic Safety Commission*
- Hazard Elimination Safety Grants - Intersection and Corridor Safety Program *WSDOT*

Regional Funding Sources

- STP Regional Funds are state and federal funds distributed through Metropolitan Planning Organizations: PSRC and KRCC

Local Funding Sources

- Local jurisdictional funding
- Local Bond Measures/Levies
- System Development Charges/Developer Impact Fees
- Local Improvement Districts (LID)
- Real Estate Excise Tax (REET)
- Motor Vehicle Excise Tax (MVET)
- Lodging Tax (hotel/motel tax)

Private Funding Sources

- Private Developers could fund improvements themselves as part of a development
- Public agencies could develop codes that encourage and provide incentives for trails and non-motorized facilities.

See Appendix I for detailed list

Note: Federal & WSDOT Funds may not be used for facilities on private land.

Recreation Trails Funding Sources

State Recreation and Conservation Funding:

WWRC (Washington Wildlife Recreation and Conservation funding board)

- N RTP National Recreational Trails Program (backcountry trails)
- WWRP Washington Wildlife and Recreation Program
- ALEA Aquatic Lands Enhancement Acct (Navigable aquatic areas only)
- LWCF Land and Water Conservation Fund
- BFP Boating Facilities Program
- NOVA Non-highway and Off –Road Vehicle Activities Program (hiking, mountain biking and equestrian trails)
- Salmon Recovery Funding Board (salmon habitat)
- NRCS Natural Resources and Conservation Service administers Resource Conservation and Development Program by Secretary of Agriculture. www.nrcs.usda.gov
- Federal or State earmarks

- **Local Sources:**

- Conservation Futures Levy. A small fraction of property taxes used for land acquisition, including parks, trail corridors and recreation or open space areas is available to Counties.
- Real Estate Excise Tax or REET, locally enacted on property sales, up to .5% can be used to pay for projects in the Capital Facilities Plan or 1% excise tax can be used for land conservation purposes. (In San Juan County a REET supports the San Juan County Land Bank which funds land acquisitions and conservation easements, including trail corridors.)
- Private Sector funding sources: donations of land, easements or R.O.W., contributions of expertise, labor and materials by business, organizations, and individuals have helped develop entire projects or met matching requirements.
- Land Trusts are often instrumental in securing sites and corridors, both through purchases and conservation easements.
- Developer requirements: Some counties require or provide incentives to provide amenities such as trails and open space, or may require impact fees.
- Regional Park and Recreation districts (such as Bainbridge Metropolitan Park District)

- **Volunteer Programs**

- Local community groups and individuals.
- Adopt-A-Trail programs (training available via Washington Trails Association)
- The International Mountain Biking Association (IMBA) Trail Care Crew training.
- Washington Trails Association training for hiking trail construction.
- Backcountry Horsemen of Washington volunteer on equestrian trails.
- Local kayaking groups have adopted Cascadian Marine Trail campsites.

- **Technical Assistance:**
- National Park Service Rivers and Trails Program provides technical planning assistance for development of trails and greenways. Currently 4 Kitsap organizations plus Mason County have benefitted from this program.
- WSDOT provides limited technical support for facility design and construction.
- Washington State Parks, the Dept. of Ecology may also provide assistance.
- Trails and Greenways Clearinghouse provides technical assistance (sponsored by the Rails-to Trail Conservancy) www.trailsandgreenways.org.
- Local jurisdictions provide varying levels of assistance.

- **Foundation Grants**
- The Conservation Fund through the American Greenways Program helps build a national network of linked open spaces and natural areas, connecting communities to the outdoors.
- Fish and Wildlife Foundation grants.
- Kodak American Greenways Awards provides small grants for planning and design of greenways. greenways@conservationfund.org 703 525-6300
- The Bikes Belong Coalition, grants up to \$10,000. 303 449-4893

- **Information sources:**
- Catalog of Federal Domestic Assistance Programs which is a compendium of federal programs, projects, services and activities that provide assistance to the public, website is www.grants.gov

- **Barriers and Opportunities:**
- **Timing:** There are many smaller sources of grants but there is a challenge in tracking down multiple opportunities and combining them in the right time frame for one project.
- **Local Match:** Many grants provide only partial funding and require a substantial local match; most score higher if the grant source is a smaller portion. Most grants prefer to be the final funding that makes the project do-able.
- **Volunteers:** Volunteers play a large role in building and maintaining local trail projects.
- **Utilizing Volunteer time as a match:** Tracking volunteer time counts toward local match requirements and provides evidence of community support.

Trail Construction Costs

Expectations of high trail construction costs have almost taken on the power of urban legend in Kitsap County. The paved portion of the Clear Creek Trail ran had numerous problems and is the source of the mythical cost of "a million dollars a mile" but that is clearly just not a fact. Recent Clallam County paved 10' trails have cost well under \$200,000 per mile. The Whitehorse Trail in North Kitsap was for \$274,000 per mile and even the over budget Clear Creek Trail that experienced numerous construction issues was built for \$528,000.

However, the design of a trail will clearly influence the cost. If there is a means to reduce the construction costs, some jurisdictions apply for "Deviations" as they may prefer to post a sign that says caution steep grade, rather than pay the cost of full compliance with grade expectations for Federalized projects. Other jurisdictions choose to use local funds for projects that would be difficult to meet full requirements for Federal funding. Both sections of the Burke Gilman and Olympic Discovery Trails have sections that are just wide sidewalks separated from the road by a curb and Jefferson and Clallam Counties have portions that are not full width or just striped for separation.

Estimated Trail Construction Costs

Notes: Costs not included: Right of Way (R.O.W.) acquisition; administrative costs that accompany some types of trails; environmental & permit review; R.O. W. research; sign review; legal review.

5280 /ft = 1 mile

Trail Type	Trail name	Public or private land?	Agency(ies) or group(s) involved	Built by	Specification	Distance	Total Cost	Estimated cost per linear foot & mile
Paved	Olympic Discovery Trail, by Crescent Lake	Public	Clallam County	Clallam County Public Works	8' wide w/ 4' gravel equestrian path adjacent, 1' shoulder	6.4 miles	\$1,086,000	\$32 /ft. \$168,960 /mile
	Sequim-Blyn	Public	Clallam County	Clallam County Public Works	10' width, ½ on old RR grade	approx. 2 miles	\$320,000	\$30 /ft. \$158,400 /mile
	Whitehorse Trail	Private	Bob Screen (developer of Whitehorse)	Bob Screen (developer of Whitehorse)	10' on 4-6" aggregate	6700 SF & bridge	\$350,000 (+\$100,000 bridge)	\$52 /ft. \$274,560 /mile (+ bridge)
	Clear Creek Paved Trail	Public	Clear Creek Task Force/ Kitsap County	Kitsap County Public Works	10' wide w/2' shoulders	1.4 miles	<i>site conditions increased costs from bid of \$427,535 to \$740,000</i>	\$100 /ft. \$528,000 /mile
Raised Boardwalk	Fish Park, Poulsbo	Public	Volunteer group/City of Poulsbo	Volunteer group	6' wide, volunteer built		Materials & equipment rentals	\$30 /ft. \$158,400 /mile
	Clear Creek raised board walk	Public	Clear Creek Task Force/ Kitsap County	Clear Creek Task Force	6' wide, 18" above grade with rail		Materials only	\$40 /ft. \$211,200 /mile
	Hansville Greenway	Public	Hansville Greenway (community group)/Kitsap County	Hansville Greenway (community group)	raised boardwalks		Materials only	\$40 /ft. \$211,200 /mile

Looking for Linkage: Page 82

Packed Gravel (meet RCO requirements for accessibility)	Clear Creek	Public	Clear Creek Task Force/Kitsap County	Clear Creek Task Force	6' wide packed gravel trails		materials only	\$1.5 /ft. \$7,920 /mile
	<i>Typical Trail</i>	Public	BI Park and Rec.	Volunteer group	for 6' gravel trail (4"base rock/ 4"top rock) including causeways lined w/ one man rock		materials only, volunteer labor	\$6 /ft. \$31,680 /mile
	Fish Park	Public	Volunteer group/City of Poulsbo	Volunteer group				Approx. 4-5' per person/hour
Dirt paths (not ADA accessible)	<i>Typical Trail</i>	Essentially volunteer time, little material costs.						

Looking for Linkage: Page 83

Trail Maintenance Issues

Trail Maintenance Considerations

Trail Type	Maintenance Tasks		Maintenance Cost	
Paved Shared-use path	Drainage system maintenance (if applicable)	Occasional asphalt/cement concrete repair	+/- 60 hrs per 1000 linear feet per yr, or .028 FTE.	
	Sweeping/vacuum pervious asphalt & concrete	Striping (if applicable)		
	Complete overlay once every 10-30 years (dependent on degree of use).	Paved trails in WSDOT right-of-way will require specific maintenance plans		
Packed Gravel Path	Drainage maintenance (if applicable), grading to reduce puddling	Occasional import of new gravel, grading, surface compaction	Developed (i.e. actively maintained) dirt/gravel path: +/- 67 hrs per year per 1000 linear ft per yr, or .032 FTE.	Undeveloped native soil path: +/- 35 hrs per 1000 linear ft per yr, or .017 FTE.
Dirt Path	Vegetation removal from path surface if pedestrian traffic is insufficient to keep weeds down.	Erosion repair, grading to reduce puddling		
Trailhead	Trash collection	Parking lot surface maintenance		
	Kiosk maintenance	Erosion Repair		
ALL types	Litter/garbage removal	Path-side brush and weed clearing		
	Removal of trail hazards (tree branches, roots, etc.).			
	Sign maintenance			

Routine Volunteer maintenance Vs. County (PW) maintenance

Volunteers = time
PW (Public Works) = \$

Maintenance of public pedestrian facilities: The Department of Justice implementing regulations for the ADA require all accessible features and facilities to be maintained in operable working condition for use by individuals with disabilities (U.S. Department of Justice, 1991b)

Issues Maintenance of private trails: Who will maintain trails on private land? Volunteer groups are capable, but resources are limited. Volunteer maintenance of dirt or other non-paved path is reasonable; maintenance of a 10' paved trail that needs occasional asphalt patching becomes more difficult.

County/City maintenance of private trails: If a jurisdiction agrees to maintain a particular private trail, is a precedent set such that the jurisdiction will be asked to maintain all private trails? This may be similar to the issue of private versus public roads – for example, Poulsbo's public works department is called frequently to maintain private roads in residential development, as the homeowner's association usually does not have the money to do the maintenance themselves.

Is there a liability issue for public agencies if they maintain private trails? Or do liability issues still fall on the private entity?

Note: Used with permission from KRCC Looking for Linkage Non-Motorized Facilities in Kitsap County

H: Government Policy

Government Policy can help or hinder trail development but how policies are implemented is often decided by staff members. The permitting expectations standard for private construction projects have the ability to stop a volunteer led project. Interpretations and assistance given by staff can make or break a volunteer led project. For instance County staff delineating a wetland to assist in locating a trail is likely to make the difference in a project done well vs. not done at all.

Clallam County has adopted some very strong policies to aid in the construction of trails. Policy documents address trail corridors and routes for multiple users, emphasize quality and safety and separated non-motorized and motorized routes. Bike routes are organized by a linear spine and “feeder routes” that link to the spine and provide a regional coordinated trail system. The Clallam County Public Works Department includes the Parks dept. and there is a 10 member Trail Advisory committee as well as a Parks Advisory committee. Clallam County specifically exempts trails and recreation activities not requiring grading from the Critical Area Ordinance and allows paved trails (with conditions) in critical areas and buffers.

Environmental

Kitsap County has both a Critical Areas Ordinance and a Shoreline Management Plan (being updated).

- Trails within 200’ of Shorelines would require a Shoreline Permit from the jurisdictional authority. Project with total value under \$5,000 (volunteer construction of a short dirt path, etc.) may be exempt.
- Trails would be subject to critical areas review by the County if they are located within 300 feet of a critical area. This threshold distance may vary a bit by jurisdiction.
- Depending on the jurisdiction, trails (typically only a dirt path) may be allowed within the buffer of wetlands and other critical areas.
- Trails developed on or near geologically hazardous areas (steep and/or unstable) may require a geotechnical evaluation.
- Projects which receive federal funding (for design or construction), require a federal permit (Section 404 wetlands permit, etc.) or utilize federal land will likely need to go through the NEPA process. Depending on the trail, endangered species documentation, cultural resource assessments and other studies may be required for NEPA approval.
- Large trail projects will likely require SEPA approval by the jurisdictional authority. Small projects that will not be near critical areas would likely not require SEPA review.

From Kitsap County Critical Area Ordinance:

19.200.225 Additional development standards for regulated uses.

In addition to meeting the development standards of this chapter, those regulated uses identified below shall also comply with the standards of this section and other applicable state, federal and local ordinances.

G. Trails and Trail-Related Facilities. Construction of public and private trails and trail-related facilities, such as benches and viewing platforms may be allowed in wetlands or wetland buffers pursuant to the following guidelines:

1. Trails and related facilities shall, to the extent feasible, be placed on existing road grades, utility corridors, or any other previously disturbed areas.
2. Trails and related facilities shall be planned to minimize removal of trees, soil disturbance and existing hydrological characteristics, shrubs, snags and important wildlife habitat.
3. Viewing platforms and benches, and access to them, shall be designed and located to minimize disturbance of wildlife habitat and/or critical characteristics of the affected wetland.
4. Trails and related facilities shall generally be located outside required buffers. Where trails are permitted within buffers they shall be located in the outer portion of the buffer and a minimum of 30 feet from the wetland edge, except where wetland crossings or viewing areas have been approved.
5. Trails shall generally be limited to pedestrian use unless other more intensive uses, such as bike or horse trails have been specifically allowed and mitigation has been provided. Trail width shall not exceed five feet unless there is a demonstrated need, subject to review and approval by the department. Trails shall be constructed with pervious materials unless otherwise approved by the department.

From Clallam County Critical Area Ordinance

Activities not regulated by this chapter – **Exemptions.**(1) Outdoor recreation such as bird watching, boating, **bicycling**, canoeing, fishing, **hiking**, **horseback riding**, hunting, jogging, photography, swimming, and similar activities not requiring clearing or grading.

(15) Trails and Trail-Related Facilities. Construction of publicly owned trails on public lands, or privately owned trails for private or public use, and trail-related facilities, such as picnic tables, benches, interpretive centers and signs, pedestrian bridges and viewing platforms, may be allowed in regulated wetlands and associated buffers through the issuance of a certificate of compliance pursuant this chapter, subject to the following standards:

(a) Trails and related facilities shall, to the extent feasible, be placed on existing road grades, utility corridors, or any other previously disturbed areas;

(b) Trails, pedestrian bridges and related facilities within a critical area or buffer shall be planned and aligned to minimize removal of trees, shrubs, snags and important wildlife habitat and critical area functions such that the disturbed area, including that private trail surfaces for private use are a maximum of three (3) foot in width and other trails, either privately or publicly owned that allow public use (with or without fees), the trail surfaces shall be a maximum of ten (10) feet in width; except for regional public trails which shall be a maximum of fourteen (14) feet whereby design considerations are made to minimize impacts to critical areas and buffers;

(c) Viewing platforms, interpretive centers, picnic areas, benches and their associated access shall be designed and located to minimize disturbance of wildlife habitat and/or critical characteristics of the affected critical area;

(d) Trails shall be limited to non-motorized use;

(e) Trail surfacing shall be comprised of natural materials (e.g., gravel, rock, bark) and that permanent surfacing materials (e.g., bituminous asphalt or concrete) require a variance approval pursuant to Part Seven of this chapter; except for regional public trails may have up to ten (10) feet of

permanent surfacing materials. Any construction materials shall not significantly alter the existing drainage or negatively affect the critical area;

Stormwater

Regulatory Considerations for Paved Trails(From KRCC Looking for Linkage)

Trails in Kitsap County are regulated under Title 12 (Stormwater). Trail development that is considered “major development” would require a “Site Development Activity Permit (SDAP) which normally requires the services of a licensed civil engineer.

- During the KRCC Looking for Linkage discussions, Doug Frick, Kitsap County Department of Community Development stated, the unique nature of trails (more lineal than broad) will normally preclude the necessity of filing a SDAP even though segments may contain more than 10,000 square feet of impervious surface. The exception would be trails located on steep slopes where soil erosion is a concern. For most trail planning and construction, the following applies:
- Most stormwater requirements will be waived for trail construction except those for vehicular use.
- Normal stormwater mitigation would be waived since the very nature of trails allows water to flow off laterally and disperse naturally.
- County would ask to see for desk top review a plan view of proposed trails using maps and charts normally available on the shelf such as LIDAR, aeriels, or USGS Quadrant maps. Topographic surveys would not be required. A trail cross section drawing would be helpful.
- Use of pervious pavement would be encouraged when paving. Trails present an excellent educational opportunity to showcase LID techniques.
- Impervious trail surfaces are not considered “pollution generating impervious surfaces” and would not require water quality treatment, so long as motor vehicles are prohibited.
- Trails planners should expect an accommodating county project review process not meant to be onerous.

Incentives

There are a wide variety of incentives to consider to encourage trails on private property. Development code could be written to encourage developers to provide trails as part of a project proposal but it is also important to provide means to encourage trails when no development is proposed.

Innovation is clearly needed to incentivize development of non-motorized facilities. Below are some strategies to consider.

Options to Consider: Developing Incentives for Trails

Financial Incentives	Incentive	Considerations: Requirements, Barriers, Opportunities
	Federal Tax deduction for property donation.	Need a non-profit foundation to accept donation Currently donating land to a land conservancy often requires a cash donation to accompany the land donation to provide an ongoing endowment for maintenance costs. Paying cash to gift property is a substantial disincentive to most people. For a public entity such as WSDOT to donate property for a trail, it is extremely difficult.
	Make individual property donation easy and free: Currently donations to GPC & County conservation easements cost property owners; fees, surveys, endowment.	Create way for jurisdictions to act as a "pass through" for donations of land, easements or trail funding donations.
	Buy land outright, acquire easement or license.	
	Provide infrastructure or other improvements (i.e. pave their driveway for shared use path, bring in utilities as part of improvements, improve storm water etc.)	\$ implications
	Develop property tax reduction for allowance for public trail across private property when not a part of a real estate development	Potential impact on total tax base?
	Giving land for a trail could potentially create a new lot without owner having to short plat (It does in Clallam County)	
	A reliable entity accepts responsibility for land maintenance, landscaping improvements and habitat enhancement responsibility.	GPC, Stillwaters, Kitsap Parks, and even DCD are doing this now
	A property owner could receive a reduction of the size of a critical area buffer if an organization provides habitat plan and buffer enhancement for improvement and increased effectiveness of the buffer functions.	Establish a process for gifting trail access through a Life Estate. This already is possible if a buffer is degraded and a property owner has other constraints on the parcel that might limit their desired development/density. This policy would be big conversation about how to analyze and balance competing public goods- is the trail important enough to reduce buffers when the result is allowing mansions where only moderately sized houses could fit before? Trails are already allowed in most critical area buffers without providing any incentive.
	Provide an increased buffer between existing properties and new projects if existing property owner will allow public access across their land. (Granted from developer but allowed and approved by jurisdiction).	
	Tradeoff for parks mitigation fee.	All trails are not created equal- some may only warrant a reduction in a parks mitigation fee.

Looking for Linkage: Page 103

Education/Reassurance	Education on future increased property value for access to trail system... testimony from other developers.	
	Education on liability and current RCW's protecting private and public property owners who allow public access	
	Build a fence where extra reassurance is needed	\$ implications
	Letter of support from community group, pledging support future development potential of property.	
	Post signs along trail, thanking private owners and stating property may change.	
	Landscaping to define trail route and keep people on the path	
	Distinguish between holding land as fee-title or a trail easement, if it is an easement, an entity must hold on to that easement and have a defined time frame.	
	Reassurance that trail will be maintained, problems will be dealt with and that the trail will not create a safety problem for neighbors.	
Jurisdictional Policies	With an established and adopted trail plan, make trail easement part of "frontage or public infrastructure" requirements for land development projects just like R.O.W. requirements for roads or streets.	
	Reduction of critical area buffer if an organization provides habitat plan and buffer enhancement.	
	Combine adoption of set of policies in Comprehensive Plans, Transportation Improvement Plans, Trail Plans and enforcement of goals and policies by staff at all levels to provide for consistent regulations that over time will create continuous public trails.	This has not worked well in the past -- See Silverdale and Clear creek trails as examples. Critical area buffers are ceremoniously impacted and agreed upon buffers encroached on by trail developer group, and required native plantings for buffer impacts are never completed by the group, but are then turned over to GPC for management, and the wildlife are the losers. A developer has the means and needs to pay for all buffer reduction requirements and the activity needs to be placed in a 150% performance bond to assure that it gets completed.
	Create a way for jurisdictions to act as a "pass through" for donations of land, easements or trail funding donations. If someone is willing to donate, we need to make it easy and cost nothing.	
	Flexibility: Floating easements can ensure it is possible for owner to relocate trail in future (at whose expense?)	
	Commitment from DCD that trail easement will count as future amenity, extra credit? i.e. providing land for a "regional trail system" is credited as top priority amenity and developer will not have to pay twice.	

Looking for Linkage: Page 104

Jurisdictional Policies (continued)	Change in regulations so that gifting land for trail or providing conservation easement does not reduce future density, i.e. if own 10 acres and eligible for PUD or PRD, if allow trail system now, future density potential remains based on 10 acre parcel. (Bainbridge policy?)	Right now, on Bainbridge, a trail in an easement on your land would not decrease your density. However if the trail was gifted, and became a legally separate property, then it would be deducted from your density. So trail planning/ acquisition should happen with future subdivision in mind.
	Density bonus or other incentive for allowing public access trail (but timing...now!)	
	Allow trails in critical area buffers (most (all?) jurisdictions in Kitsap allow pervious trails in buffers currently.	Kitsap does allow this, now, and many environmental organizations feel that we allow this all too often. A project-required habitat management plan is designed for wildlife enhancement and not for human use... buffers should be for the wildlife, and all too often are traded for "passive recreation" by people. We should continue to minimize impacts, as directed by the Department of Ecology in the GMA standards.
	Require that potential for use as a trail is considered before vacating any county easements or R.O.W.	
	Change standard utility easement language to allow public access for trails.	
	Allow the provision of access for public trail access to count as mitigation, not trigger mitigation.	Mitigation for what? Certainly not for wetland stream or slope buffer impacts.
	Standardize and provide an incentive plan whereby a property owner could receive an automatic reduction in the size of a critical area buffer by partnering with an organization that will provide a habitat plan, buffer enhancements and trail access and improvements to provide increased effectiveness of the buffer functions as well as community access and environmental education opportunities. (Clear Creek Trail system as example)	

More exploration of the incentives listed above should be considered

Looking for Linkage: Page 105

Used with Permission from KRCC's Looking for Linkage: Non-Motorized Facilities in Kitsap County.

I: APPENDICES

Comments: Survey and Community Meetings

General comments/Positive

- For running: The Port Gamble forest (Pope Resources logging roads and trails) is excellent, I hope it doesn't get sold and developed for more housing and business for the developers.
 - Strong support!
 - This is a wonderful component to a vibrant community plan
 - Keep up the good work.
 - I'm grateful there is a North Kitsap Trails Association.
 - We think that having a trail system would be a fabulous asset to our community. It would be attractive to families considering our area as a home. It would also encourage a healthier lifestyle for current families. Strong support!
 - How does a person volunteer their time towards this effort?
 - Great idea...it should be county-wide and all politicians should be supporting this concept.
 - Great to see the effort and communication developing a trail system that may positively improve recreational and commuting use. Better and safer trails may make it more feasible for those who are a bit tentative about participating.
 - I would like to see trails that offer opportunities to watch wildlife and travel through scenic venues.
 - It's a great idea; a great way to make our community stronger mentally, physically and spiritually, by making outdoor activities more accessible to all.
 - Thanks! We are far behind other parts of the country on this. Take a look at DC, and Baltimore for good ideas and lessons learned (Rails to Trails).
 - The economic boon to Kitsap County in leading the way in a series of connecting, safe trails should not be discounted. Lets lead the way for the rest of the state and say we did it first and did it right.
 - I am in great support of Legacy Partnership between OPG and Kitsap County
 - as a disabled person I would like to see a little more accessibility, but my family uses resources such as these more than I could.
- Publish Need a map of all trails and connecting trails. On line and printed out - post at events such as fairs / central market.
- Thanks! Thanks for all of your work to improve our area and health.
- I am slowly moving to the area and am looking forward to a connected trail system developing over the upcoming years.
 - I think this survey should include people from throughout the Kitsap County/Kitsap Peninsula area. People who kayak, cycle, hike like to vary their venues and I believe this project would win broad support from people and visitor from outside the North Kitsap area.
 - I favor public purchase of as much quality habitat as possible to forestall development, to benefit wildlife, and to provide for quiet, compatible human activities (e.g., hiking, bicycling, horseback riding, etc.). I would favor a wide-area park district for this purpose. Development of things like ball fields should be done only as needed so that monies can be primarily devoted to land acquisition while sizable undeveloped tracts still exist.
 - I think there should be more safe sidewalks
 - I think that you guys should totally take control of this problem and make it better.
 - I think that we could have a much safer community if we had more paths, trails to walk on
 - I think that if we had more trails around in our community it would be a lot safer.
 - I don't really know much but safe path and such is a very good idea.
 - thanks for all the effort and following through to keep this idea going and coming to fruition!
 - What a fabulous plan!!!!
 - A trail system would enhance the quality of life and enrich a beautiful part of WA.
 - We love the access to nature here, so keep those trails open and available.
 - Additional trails in North Kitsap is a great idea.
 - Meditation Trails would be amazing!!
 - Most important to have a clear vision and write it down.

- I would be willing to pay more taxes so that we could make our roads more user-friendly for people who would like to use a bike or walk to work. Let's be smart by giving people alternatives to limit automobile use and get in shape while getting from point A to B. Let's start promoting a healthy life style with our youth of today by giving them safe transportation paths instead of having parents shuttling them around in automobiles.
Thank you for providing me the opportunity to share my brief thoughts.
- I'm originally from Bellingham and they have an awesome groomed trail system, very functional and well used. If you need any examples you might look at their system.
- The trails are great for the community and I love having access to use them whenever I feel like it.
- Thank you for your work on this project!
- A trail system is needed in the North Kitsap communities. I was very excited to move here three years ago thinking about all the off-road trail running that would be possible. Unfortunately, running is very limited from my home (no road shoulder, no trails) and when driving to trails my options are very limited. I am excited to have this project completed and believe it will help provide a stronger sense of community in the area.
- Thank you so much for all of your hard work. This is such an important thing for our community!!!
- It would be nice to have maps listing all trails and connections.
- North Kitsap Heritage parks is very well marked. Thank you!
- Gravel Woodchips are cheaper than asphalt, they don't create an impervious surface, and are kinder to hooves, paws and humans feet, and would keep the "rural" feel of our county.
- I am not strongly anti-pavement, and certainly not anti-trail. I'd definitely use a paved trail system if it existed here. Just wanted to raise the points above as considerations.
- This idea is greatly needed
- I would like to see the trails in all of Kitsap County.
- Would do more activities (and am starting to) now that trails are available nearby.
Given distances and hills I think there is a need for small motorized access as well - electric scooter or power assisted bikes, golf carts, something to make road arterials more feasible for getting between places, connecting to transit etc, though horse, bike, etc should take priority.
Thanks for all the work on this!!
- Biking is a wonderful way to exercise and environmentally sound. Trails can bring people together. I think that there should be both shoulders on the roads to ride a bike on and a trail system. There can be paved trails and dirt trails right next to each other to accommodate both bike and horse use.
- I'm a mountain biker and I'm excited these topics are being discussed.
- I am very excited that there is a group moving this idea forward in our community
- How do we contact the organization if our family would like to volunteer for any help needed in making this trail system a reality?
- that would be cool as long as it is free. everyone can donate their time and the whole community can enjoy it together. make it part of the stimulus package or have the WaMu guy donate some of his Billions!
- I LOVE LOVE LOVE this idea!!!!, would like to help make it reality. I feel it is so important to have the possibility of moving around safely without a vehicle!
- More trails would be fantastic!
- Thanks for your hard work!
- I want it to include all of Kitsap County- not just the north end.
- This is a great concept. Please publish info on where people can volunteer to help build the trails. eg in Local Newspapers or at posters at the workplace etc.
- Thank you for working on this issue, we are long overdue for a safe place for pedestrians and bicyclists
- Trails need to be developed/connected so that they are adequately long. I currently often drive to Silverdale to use the Clear Creek trails system.
- This is such a wonderful way to build a community!
- Even though we live in Seabeck, we use the North Kitsap trails because we like to walk. We also hope to move to the Poulsbo area in the next few years. We currently own land off Sawdust Hill next to the Pope land.
- Sounds great!! We need SOMETHING here!
- In a perfect world, non-motorized water craft launch points should include access for launching trailered sailing dinghy's
- Please hurry - we need trails badly!
- Very much needed!
- Have trail endpoints connect to public transportation that can access trails by bus or take a bus back to your vehicle at a start point if you want go only one way and not turn around and loop back to start point
- Keep up the good work!

- I love the idea! I think it's important to have a lot of UN-paved trails though, because most runners prefer to run on natural surfaces. Thank you for this awesome idea!
- I think it would be awesome to have connecting trails though out our community!
- Thank you for working on this!
- I am really impressed with the forethought that is going into this project.
- Thank you! This is a great gift to our community!
- MORE TRAILS THE BETTER!
- I think the String of Pearls concept would be a great benefit to the quality of life here and a great draw for "good" tourists thereby creating a positive focus for North Kitsap development.
- I think this is a fantastic idea, the sooner it is in place the sooner my family and I can use it.
- This would be a wonderful addition to connect our community that is largely auto-necessary.
- It is a very good idea which I would be willing to use and support in this community.
- I'm so glad you're working on this project. As more people become active, more trails are needed. Safe and visible trails will also entice new users. Having a good network of trail systems has the power to increase health and activity in the area. Thank you.
- More important than the activity is having a safe, separate from the road, path for all activities. I would like to see it county wide, not just in North Kitsap.
- can't wait...we really need this...thanks
- Parking at trailheads would be a great benefit.
- I love the idea that I could potentially hike, bike, run, kayak throughout the Kitsap Peninsula in continuous, connected paths!!
- I think we should focus on adding trails that interconnect existing routes, so that over time we build a trails system allowing intermodal pedestrian/bike travel across most of Kitsap County to access public space and ferries.
- I support the use of all the activities you have listed. I would not support allowing motorized vehicles other than wheelchairs on the trails.
- Support the trails! They will not only improve quality of life, they will probably raise property values in the area as well. Win-win!
- Building well-connected trails and loops is the No. 1 way to improve quality of life in North Kitsap. Thank you for helping to make it happen!
- The signs posted at the Fish Park trails are nice. They explain conservation efforts and animal habitats to people as they are out exercising. More of this would be worthwhile.
- The trails should be geared towards transportation (getting to stores, schools, etc.) as well as towards recreation. I can hardly wait!
- We need them, plain and simple. Kitsap has very few trails for mountain biking.
- A usable trail system would make our community a more desirable place in which to live.
- As a high school cross country athlete access to trails within north kitsap would be a huge addition to our already splurging reputation. training on trail separate from motorized vehicles would be beneficial to high school athletes and the general runner.
- Marking of locations and maps would be helpful. Most of the local entrances have no signage.
- There should be paths only for horseback riding and non-motorized vehicles--this is a safety issue.
- Need to start a "Ski to Sea" type of event to link the entire trail system together through a multi-mode transport competition. Could bring in lots of people/money from across the state.
- Thank you for asking for our feedback
- I LOVE the idea of the NKSPT and think ALL communities should be connected. Many are trying to "buy" locally, what about enjoying the outdoors locally. I think it would be fun to do a multi-day backpacking trip through NK.
- I think it is a wonderful idea that would be a great asset to our community.
- We need more trails!
- Being from Silverdale, our family uses the Clear Creek Trail often, but would love to see connection to trails throughout the county. Although that may not be your vision, I think what you are doing offers a model for the rest of the county. I was recently in Victoria, BC, and amazed at how many people used the paved and packed gravel trail system that connects from Victoria west to the coast. Kids getting out of school, recreational bikers, runners, walkers, even the homeless biking in to the city. We lag grossly behind Europe and Canada in such public trails!
- signage on the trails, signage for parking areas, rules about off leash pets that are enforced, as well as posting general courtesy for varied travel means..... if horse trails are planned clearly signing so other users will be wary of fecal matter health concerns. also not allowing horse on all trail networks.....
- I think there is such a large number (and quickly growing)of ATV (Quads & Dirt Bikers) in our communities and these activities are a great resource for kids, keeping them interested in something other than bad activties. However, there

just are not a lot of places/trails for them~~this sport/activity tends to be forgotten. And it really is just as physically demanding if not more than all the ones listed in this survey.

- This is a great visionary thing that you folks are trying to make happen that will greatly increase the quality of life in Kitsap
- I do not want motorized use of the trails.
- This is a wonderful idea. Just moved here from the East Coast and would love to be able to explore my new residence on a trail instead of a car.
- Having been in the military we have been stationed in areas where there were community trails and they were awesome! i love the Burke-Gilman trail and my sister used to live in the Sequim area and they have an awesome trail along the waterfront that they are trying to extend all the way to Port Townsend. I think a trail system would also enhance the value of the neighborhood. We go on the Clear Creek trail alot in central kitsap also. Thank you to whomever came up w/ this great idea!
- Thank you for asking for all you guys are doing.
- We strongly support the String of Pearls vision and applaud efforts of Pope Resources to continue it's accommodation of trail users!
- Trails should be highly exposed to nature, and minimally exposed to "civilization."
- super idea . do not give up . make it happen . years from now it will look evrn better .
- Great concept
- I'm excited about the possibilities!
- please no motorized vehicles!!!!!!
- Lets Roll!
- Open a Facebook page. Keep up the good work.
- We have many trails for walkers but don't consider some small ATV motorized trails. I'm not referring to tearing up everything in sight mud buggers. I'm referring to small dirt bikes or even quads. There is a constituency that needs a place to ride without interfering with walker/hikers or equestrian riding.
- Thank you for getting JTC involved! (how I heard about this survey... and I passed it along). All sorts of non-motorized sports are important for our health and our communities/the environment. I am a firm believer that healthy trail systems promote healthy communities!!!
- Keep pushing for this!!
- just got home from a 5 mile hike on OPG property between SR 307 and Port Gamble:)
- Thank you for your efforts on this very important aspect of life in North Kitsap. I look forward to enjoying a greater abundance of safe trails for exploring with my family.
- Trail segregation is vital with different user groups, especially with horse/bike interaction.
- All I know is that the biggest complaint in the area is that the roads are not safe. We need more trails and people would get out and do more.
- It is of high importance to include the goals of economic growth of cottage industries & eco-tourism in our rural communities once the trail network(s) are completed.
- Kitsap County is in the Stone Age when it comes to safe and continuous trails!
- I feel as though these surveys do not accurately encompass the sports and activities that the surveyors are trying to interpret. there are many activities that are not suited to on paved surfaces...a linked trail system in north kitsap is a great idea, but in reality, it is not practical for many users. for example, trail runners and mountain bikers are not going to ride on paved surfaces. it is not the same as true trail running and riding.
- I don't currently feel safe on the trails that we have. I wanted to join a running group and Poulsbo Running had no options if I couldn't keep up with their 9 minute mile group. Would love to have a drop in group arranged for various levels and beginners
- Please consider how they link together with things like bus stops, schools, and local businesses. Let's use these trails to get places as well as for recreation. Let's make human-powered transportation part of our everyday life. Then we can be healthier, less polluting, happier, more connected to our community and to nature. Thanks!!!
- I currently use the trails that exist a lot and value them highly.
- It would be great!
- I think it is one of the most incredible concepts and should be a top priority for this county. It could be not only a great asset to the community and our children, but could also bring in a lot of tourism to our area.
- sounds like a great idea!
- What a wonderful idea. I would love to see more trails in our community. It generates a stronger sense of community and encourages all of us to get out and exercise more.
- We need trails. The more the better.

- A trail system would dramatically improve the quality of life in North Kitsap and create stonger community. It would potentially create such a desirable place to live, that eventually that would support positive growth and stewardship for this area.
- Thank you! Go go go!
- This project would enrich the lives of so many community members. It will also create a stronger sense of unity in this area since it is so wide spread and lacking safe non vehicular access to our central downtown and grocery areas. Would it be great to get our N. Kitsap families outside to play and spend time with each other and not doing so in front of a computer or T.V. video screen. Besides, we pay high property taxes in this county to have the recreational options available to our community members. Thank you for working on making this happen for N. Kitsap's future. It would be great.
- yes! a solid trail system would not only improve our quality life, and potentially fewer car trips, it could also improve economic opportunities via tourism.
- I think the string of pearls is an epic idea that will be a wonderful gift that we can give to future generations
- thank you for all your work to date!!

General comments/Neutral

- The questionnaire should have contained a box for "not applicable". For example, I am retired, so I will not use trails to commute to work. What box do I check - strongly disagree? If so, how do you differentiate that response from someone who does not want to use trails to go to work? Other questions have to same problem.
- COMMUNITIES NEED TO IDENTIFY WHICH STRING OF PEARLS ROUTES WILL BE MOST USED AND WHICH ARE THE HIGHEST PRIORTIY FOR DEVELOPMENT
- How safe is it now, and will it get better after this suervay
- I think that drivers should be more aware about whats going around them instead of smoking or talking on there cell phones. INFoRCE THE LAW!
- where would maps be located? Library?
- Support your Local Boy Scout Troop, Go 1555!!
- ANY trail system or water access point must be clearly defined as being separate from private property.
- Kitsap County must act on existing grants, and implement and improve the existing plans.
- Having Restroom facilities, garbage, recycling containers
- Needs to have good lighting near the entrances & a fair amount of space for parking please.
- Get rid of the "String of Pearls" phrase.

General Comments/Negative or Concerns

- All trails, parks and public spaces should be able to be easlily patrolled by police and visible to public to discourage illegal and illicit activity (i.e. self policing).
- I like trails. I do not like the Hansville Greenway folks, nor do I think the public should provide financing for OPG to stick this county with huge infrastructure costs to make \$\$\$. Trails aren't worth the massive public cost when all is said and done. OPG isn't in this for humanitarian reasons.
- Trails should avoid going through neighborhoods. "Unsecured" beach access points should be taken off the trails maps. Many, if not most, are not physically possible for use (steep banks with no public access, poor to no parking, not capable of proper police protection) and some will impact private property with illegal trespass, trash and potential criminal activity. Beach owners pay heavy taxes for the privilage of privacy.
- I think it's more important to provide us lower cost enrichment programs than trails we wouldn't use so much. For example, when I was living in Hawaii, most park programs such as Yoga, aerobics, kids art & craft or cooking classes were free or extremely inexpensive like \$10 for 10 weeks. There are already so many places we can hike around here without trail system. Quite frankly it is a waste of money (and time) just like the improvement(?) of Hwy 3 in Silverdale.
- Will this impact our property taxes? How will this be paid for?
- No where in here does it mention how this would be paid for. Extremely opposed to any increase in property taxes to make this happen. Extremely. Opposed. Start the fund raisers, instead.

- I love the ideas and it is about time we get some nice trails here! However, linking communities with buisness through trails seems like a good idea, but could provide a way for burglars and shoplifters to bypass "viewable" avenues to homes and buisnesses. In Kingston the wooded area behind the skate park and the wooded area at the SW corner of Lindvog and 104 provide a secluded place for drug exchanges and drinking. If too much of the new trails very secluded, it could lead to damage, garbage and an unsafe environment. To validate my concerns I have been a deputy sheriff with Kitsap Co. for the last 12 years. Thank you for your hard work!
- I am strongly against the idea of creating trails through our rural North Kitsap neighborhoods. These trails would be invasive and detrimental to our rural way of life. Most people who live in the rural areas of north kitsap want to stay rurally centered. Adding trails to our gravelled roads would increase traffic (pedestrian, equine, bicycle) around our private roadways. I think that's a mistake. If people need places to do their chosen sport, then they can travel to those places and use their equipment. My daughter has a horse and we make do with riding on our own rural, gravel road and utilize the paved 'main' road when we want more. I would not expect the county to create more areas for us to ride: that's my responsibility. Further, I am very concerned that some of these new trails will appear literally in my backyard. That's completely unacceptable to me. I live on a dead end road for a reason: if you decide to run a trailhead through my dead-end road, I would find that to be totally unacceptable. Convince me that you will not be knocking on my back door to ask permission to run a trail through my gravel road and I will support your plan. Otherwise, I am dead-set against it.
- I responded "neutral" to all of the "I would use a trail system..." questions because my community already has a trail system. I use it regularly for exercise and nature observation. I'm not interested in linking it to other communities, because I like it the way it is - lightly traveled, not subject to overuse or introduction of invasive plants.
- As mentioned, I have lived in my community all of my live and have seen many changes and am concerned about too much change and loss of privacy
- I believe the trails system will negatively impact the property owners and that there will be security and theft impacts. It will lead to theft, "come by bike" leave by car. There are alredy really nice trails in Hansville.
- safety and law enforcement are important for security of users frequent patrols day and night are important to the security of residents
- I love to walk and ride on trails but safety is my biggest concern as sometimes I am alone.
- I don't believe existing forest area should be made into trails just because it is county owned, especially if it borders private homes,along or into class 2-5 streams or the community is against having small trails made just to provide access between streets when Indianola is so small & the streets provide safety,walking pals & lights.If it isn't broken don't fix it. How would you like your view out your window to be a series of strangers going past your house day or night. Not Safe.

Children/schools

- Safety -- I want to know that my kids and I have a safe place to ride and can get to destinations or make round trip loops.
- We need a safe place to bicycle, hike or run with children.
- I would like it if we could pave the sidewalks on Noll Road. I'm pretty sure that it would be appriciated by the citizens of Poulsbo. Thank you putting out this survey!
- well my class is going to olimpia because what you just said so I really think that we came up with the ideas
- I would like sidewalks and other ways to school.
- I would really like it if there would be paved sidewalks, or pathways to schools and/or neighborhoods. Instead of riding in the car I usually like to walk downtown.
- well I would just like to say that my class came up with the ideias you just showed we are going to olimpia for it so give poulsbo emelentry in mrs. pixtons class some credit too!!!!!!
- Pave more and bigger sidewalks allowed for bikers and walkers as well. For example, a student walking to school needs to be safe.
- Connecting the trails to public transit and between local schools will be an invaluable resource. Thanks

- I would LOVE to have this as an option! It is difficult to find safe places to run/bike in North Kitsap - especially with a baby in tow!
- I wish this could happen very soon, before I'm too old and my kids are gone!

Bikes

-
- Existing roads should be widened with larger shoulder instead of making new trails. The wider shoulders should not have barriers. These cause transition problems. People have to have common sense and we cannot design for all people inclusive.
-
- I'd love to walk on safe paths linking neighborhoods, services, etc. I've walked a lot on Bainbridge and parts of Poulsbo and had too many almost encounters with cars and bikers who think they own the road.
-
- Kitsap County is way behind the times in bicycle friendliness. The only useable road is Central Valley Road...and no separate trails except for Clear Creek...that is very nice, but it doesn't go anywhere. Thanks!
 - We so need shoulders on Miller Bay, South Kingston, Gunderson, Hansville Highway all the way into the store. WE NEED SHOULDERS. Thank you for taking this survey.
 - put the bikes and other wheeled things on the roads and leave the trails gravel for horses and walking
-
- Having started biking to and from the store, library, school and post office, I have found that there are some real unsafe areas for bikers in the Poulsbo area. Car users need to respect bikers on the road and not view them as a nuisance. A continuous trail system in NK is desperately needed and is something that my family and I would use daily!
 - Also it would be nice to have more bike paths painted into the roads
 - I think the trails should be away from highways and places that people drive.
 - Shoulders for bikes are of little value unless bikers use them. They don't use them because of all of the glass and litter. Short cut commuter bike trails to the ferry would be good for commuters within a reasonable distance. I don't expect there would be much of a draw for commuters from Hansville. First we have stolen the critter trails for roads, now we are stealing what is left for human recreation that is wrong. Wildlife open space needs to be non invasive by humans. I support a Horse bridal trail, and off leash trail for fido if there are going to be hiking/biking trails it needs to be fare and have separate trails for those who don't mind getting their nikes dirty. With all of these trails, where will the critters go?
 - The biggest impact on traffic and energy use in North Kitsap would come from adding bicycle lanes to all routes connecting the community centers of the areas. This could be 2 or 3 foot shoulders with solid white lines separating them from traffic. The current situation discourages bicycle commuting as it is highly dangerous. I would love more bike lanes and would use them regularly, but I gave up riding due to the many close calls I experienced riding on the roads of North Kitsap.
Secondly, I love the trails in the woods for hiking, and would list low cost trail development as the second best place to focus energy.
 - I live towards the southwest end of Gamble along hwy 104 near mile marker 19. We have many people biking along this hwy with virtually no shoulders. This is a dangerous situation. This area should at the very least be a no passing zone and I believe the speed limit should be dropped to 35 mph since people often go as much as 80 making it difficult to get out of my driveway at times
 - .High cost exclusive rights-of-way trails might be good in a few areas, especially where railroad rights of way are taken over, but I'd rather see the funds spent on more trails as described above.
 - I use to live in Seattle and I used the Burke Gilman trail all the time for biking. I loved it. I am more hesitant to ride here due to safety concerns. I also use to run around green lake because it was safe. When I was a kid I rode my bike all the time around green lake. I would love my daughter to have a safe place to ride her bike in our area. I wish we could be more like Germany with all the trails they have!

- Connect Winslow and Kingston to the Hood Canal Bridge.
- Kitsap County is in desperate need of more off road walking/shared use trails
- Single track preservation/park connectivity and connecting to regional trails.
- Although I don't bike I would like to see the bikes on their own path for safety reasons.
- I would be concerned about the impact of wide paved trails for bikes- too wide paving would be too much of an environmental impact. Would like to see bike trails be low impact in developing for cost as well as environmental impact
- I appreciate the paved trails in our region (Olympic Discovery and Burke Gilman), but have a few concerns. I use trails BOTH as a cyclist/commuter and a hiker.
- Cyclists who use Burke for commuting do so because it's faster (avoiding stop lights/traffic), even with the mixed-use. Pedestrians, roller bladers, dog-walkers, and strollers present some hazards and limit speed of those trying to make it to work or class. I believe it would be better to separate these activities (the commuters from the rec. users) at least where cycling is concerned. The Burke and Discovery work better as recreational trails, though they are used by commuters. In our area, paved shoulders and designated bike lanes would serve commuters better. (I commute by bike)
- setting up a trail system like the interurban or olympic discovery trail would draw many users
- Bikes, skateboards and rollerblades do not go together well with the average pedestrians on narrow paths. If trails are built to be shared they should be at least 7 feet wide. It be nice to have portions that were paved for the intention of allowing rollerblades and skateboards and keeping other paths dirt or gravel for the use of walkers, runners and bicyclists. Make sure you give the open opportunity for area organizations to volunteer for building and maintaining the trails. You will get lots of support. Also, the local bases are a great source for strong and able volunteers too that are always willing to help out and support.
- Paved mixed-use trails (bikes & peds) are often more dangerous than streets with bike lanes.
- For Biking: I would like to see more shoulders on local roads for biking because it is unsafe for the majority for roads in North Kitsap area. There are too many drivers that don't like cyclists on the roads. There simply are not shoulders on many roads.

Cost must be part of the equation and the less the optimal solution may provide a timely and high benefit to cost solution. For North Kitsap, good shoulders on a few missing segments of Hansville road, and good shoulders on Miller Bay road would be a first priority from my perspective.

- I believe the plan needs to consider safety first. The trails will not become popular until there are acceptable shoulders for bikes, runners and walkers along certain roads (separated or directly beside). Then people will feel comfortable switching over to non-motorized transportation. The hazard of the shoulderless Miller Bay Road comes to mind.
- Clear Creek would be a good place for a designated bike lane as it could connect to Silverdale's Clear Creek paths that are already in place.
- Trails need to be walker friendly first, with bikes sharing--not usurping--the trail.
- The Agate Pass Bridge in particular needs a dedicated bike trail -- it is extremely dangerous to cross via bicycle.
- Great idea. I think that connectivity is paramount, don't have a biking route that is a few hundred feet and then ends.
- Great idea! I live in Bremerton, but I frequently drive to other areas of Kitsap (including Banner Forest in Port Orchard and Stottlemeyer Rd in Poulsbo) to use trails there. Trails in NK will be used by people from all parts of the county, and some people from adjacent areas - I have travelled to Seattle to use the Burke-Gilman Trail, the Olympic peninsula to use the Olympic Discovery Trail, to Silverdale to use the Clear Creek Trail, to Hansville to use the Greenway Trail...and I know I'm not the only one willing to travel to find a good trail system. I'm pleased that you are planning a multi-use system to accommodate as many trail users as possible.
- Our "bike lanes to nowhere" are a big frustration. It would be wonderful for cyclists to have safe paved shoulders along roadways, though ideally paved off-road lanes would be best though more costly. I would cycle far more if I could get somewhere I need to go safely. It's not just about going out for a fun exercise ride but incorporating bicycles as a viable means of transportation. We need safe bike lanes and education to do that. Perhaps NKTA could team with the Cascade Bicycle Club to promote bike advocacy, in North Kitsap particularly, and get communities to come

together to become "bike friendly communities." It takes all local services (police/fire, etc.) to advocate/support that. Thank you for this survey. I just filled one out very recently for the Cascade Bicycle Club.

- As a board member of the Peninsula Trails Coalition, I'm very interested in the promotion of a connection across the Hood Canal Bridge to connect the NK trail system and Olympic Discovery Trails, connecting at Discovery Bay with the Pacific NW Trail as well.
- mixed use trails can be very dangerous because bikers can go too fast. Users must be of similar speed, and if bikes are allowed, they should all have bells or other warning devices (voice works).
- I've ridden my recumbent trike in Victoria and think it an excellent way of combining the paved bike, walk, horse riding and when needed, intersecting with the roadways.
- I believe the plan needs to consider safety first. The trails will not become popular until there are acceptable shoulders for bikes, runners and walkers along certain roads (separated or directly beside). Then people will feel comfortable switching over to non-motorized transportation. The hazard of the shoulderless Miller Bay Road comes to mind.
- Cost must be part of the equation and the less the optimal solution may provide a timely and high benefit to cost solution. For North Kitsap, good shoulders on a few missing segments of Hansville road, and good shoulders on Miller Bay road would be a first priority from my perspective.
- Clear Creek would be a good place for a designated bike lane as it could connect to Silverdale's Clear Creek paths that are already in place.
- I make ample use of the dirt trails that have been developed for running in North Kitsap, but feel acutely the lack of safe paths to ride on the road. Designated bike lanes on road shoulders (many of which currently have NO shoulder at all) and paved multi-use paths, especially ones that would connect neighborhoods to the schools and to Front Street, as well as the ferry terminals, would really add so much value to this community. Providing access to Front Street via a paved multi-use path would ease the parking issues in Poulsbo; thereby becoming a boon for the wonderful businesses along Front St. and Viking Way. More bike racks by Waterfront Park would be a good idea to, and once in place, bike rentals for tourists.
- Separate paved bike trails would be fantastic but even having dedicated bike lanes would be a huge benefit to our community. I would love to see trails where I could safely walk my dog w/o worrying so much about traffic.
- We live only 1 mile from school and 3 miles from town. We moved from Seattle to Poulsbo so our kids could safely ride bikes, walk, etc., but because the shoulders are inadequate and drivers on both Finn Hill and especially Clear Creek Rd are so aggressive in both speed and attitude, my children cannot ride their bikes or walk safely within a 3 mile radius of their home. I would love to see a decent trail from Clear Creek to Finn Hill and have the speed reduced from 50 MPH beginning prior to Lakeness Rd until after Finn Hill so more people and children could safely get out of the cars and commute to school/work via foot or bike. Kelle Horn
- I think we should focus on adding trails that interconnect existing routes, so that over time we build a trails system allowing intermodal pedestrian/bike travel across most of Kitsap County to access public space and ferries.
- We need more mountain bike trails - single track in our area
- Biking or walking on rural roads is not safe!
- Width of bike paths depend on the road. A two foot shoulder is fine on South Kingston Rd, but seems too small on Port Gamble or Miller Bay Roads because the cars are going much faster. A five foot shoulder is not even big enough for Bond Road. I think a separated paved trail is necessary along a major highway such as this. Also, putting a wide shoulder along side of a road seems to make the cars go faster, thus cancelling out the safety for bicycles and pedestrians. Shore access should be available to everyone, rich or poor.
- I mountain bike off the Stoddermyer round area (Pope resources area) on a regular basis--to me it adds a quality of life not found in most areas!
- I said the same thing last year. WE NEED TRAILS in North Kitsap. Olympic Discovery or Burke Gilman are the only alternatives for long trails.

- I have waited many years for wide shoulders on the roads in Kitsap County. It's a long time coming!
- Constructing new paved bike trails and shared paths would be ideal, but these are very expensive and therefore difficult to fund. The top priority should therefore be to first establish trail locations, and then make them basically usable and accessible to the public for walking and hiking. Over time, the trails can be improved such that they are suitable for biking and/or use as a shared path. This approach would allow the backbone of the trail system to be established sooner, which will in turn allow more use which will in turn build support and further the public/private partnership. The trail plan should emphasize how to bring the new trails on line quickly so people can use them, as opposed to where and how to construct unfundable and expensive shared use facilities such as the Mosquito Fleet Trail.

Environmental Concerns:

- Paved trails are not particularly good for the environment in many ways. Planning for these trails should be done very carefully and only considered for the highest use areas.
- I am STRONGLY against paving all of the NKSoP trails. Obviously major transit routes within the system may require paving to allow for broader community usage, but hiking, horseback riding, running and mountain biking would not benefit (in my opinion) from paved wilderness.
- concerned about impact of off-road bikes on environment
- Paving is the last thing we should do--unless you're using porous asphalt--all the water we can get back into the ground is dire. We're all on wells out here. Thanks.
- NO PAVED PATHS!!!!!! Too much runoff. Keep them part of the environment
- Invasive plants will be tramped or wheeled from one site to another and the County will lose it's native habitat to weed, as has eastern WA. Every day BLM loses 1500 acres to weeds. Kitsap County does not have the budget to handle this problem. Invasives , both terrestrial and aquatic (canary grass, zebra mussels, etc.will cost the County-state millions of dollars.
- also I am concerned about the interruption of wildlife corridors, and want to make sure habitat is maintained/considered when planning these routes.
- The idea of "Paving" through the forest concerns me, being aware of its consequences. Disruption of natural surfaces creates an encumbrance on wildlife environment. Trails can be used and naturally maintained 'Without adding manmade substances'. Paved surfaces interrupt the ecological balance and composure of the working organisms, thereby destroying the tranquility in this environment. WE DO HAVE to THINK about the CONSEQUENCES of paving before we pay the price. Parts of the Discovery Trail That HAVE BEEN PAVED have already sustained erosion. Pavement disrupts the natural flow of water in this climate of heavy rainfall. Landslides and potholes naturally occur in this region; this sensitive environment is reason enough to consider the benefit of keeping natural dirt trails. What some may consider a convenience, can quickly become laborious and quite costly to maintain! LET'S GIVE IT SOME THOUGHT.

Animals

- I enjoy the whitehorse trail almost 3-5 times a week and I live right at the entrance and it is currently not open and it seems that it is in fact open. It would be nice to have a reader board reminding walkers that dogs should be on leashes and cleaned up after so that we can all enjoy this trail
- Please attempt to include multi-use (equine assessable/ inclusive) trails whenever and wherever possible!!!!!!!!!!!!
- Will pets be allowed on the trails
- Horses greatly degrade trails for other users, especially in wet weather.
- Horses do not mix well with bikes or vehicles.
- If I have regulations regarding picking up after my dog...why shouldn't the horseback riders? I have seen many a huge load on the paths along Noll Rd. where children walk to and from school. It's disgusting and unsanitary. I hope you clearly mark the new "people and bike trails" as off-limits to horseback riders, or you will be facing the same problem as the walkers until they enact some kind of ordinance

- DOGS!!! PLEASE consider more dog parks and trails that welcome dogs. I get tired of the rigid limits everywhere--we have a frisbee dog. Lots of people have frisbee or ball catching dogs and they need places to go. My sister lives in Bellingham, they have a good number of really nice dog parks. IT is a good place to meet others with dogs and enjoy community. They even have "doggie bag stations" at her dog parks. although irresponsible owners who do not pick up are a problem in all communities, it should be acknowledged that a large portion of our population has dogs. I am disappointed you did not even ask a single question about this.
- We need to provide doggy bags for dog owner who have forgotten to bring one or not enough.
- Please make trails dog and horse friendly. Thank you.
- Walking/riding paths would be great and if they could include pets as well, would be wonderful. thanks.
- I'd love to have more places to walk my dogs.
- Please include multi-use, including equine trails whenever and wherever possible. We can all enjoy our home/ community together! Thanks!
- I really hate walking in locations, such as the Pope Resources trails between Stottlemeyer Road in Poulsbo and Hansville, that are shared with horse riders. The horses chew up the trails very badly, and trails should be clearly divided between those for foot traffic, bike traffic, and horse traffic.
- I have ridden my horse on the discovery Trail in Jefferson county. Problems were adequate access points to park the horse trailer and horse friendly environment- ei dirt/gravel parking lot. It was nice to have areas that were not directly on the road with the car traffic. One site had some picnic tables and a place to tie the horse to - a tree. Concerned that horse use may get displaced because it is not a major use!
- More horse trail access and parking.
- I enjoy most the trails that have some type of view or scenery, are quiet. I appreciated the bicyclist talking to me from behind before he passed. Very helpful while on a horse.
- Area's for horse trailers are a necessary part of trail access.
- please ensure that trails exist for walking LEASHED dogs; the Hansville trail system is a wonderful asset the community and we need more trails like it!
- I live right at the back-of-the-park trail opening on Norman Road, and would like some sort of signage posted for folk using the trails and parking at the trailhead here to please please please keep their dogs on leash until they're on the trails :(Also, folk who walk dogs on the trails should PLEASE clean up their poo just like on sidewalks. I've lived here for almost a decade, and have ridden my horses out on the trails, and now walk my dogs there, and there's so much dog poo starting to appear it's really sad. Last, it's important that we not restrict horses from the major trails. There are so few places to ride in this county, less every day.
- There needs to be safe places to park horse trailers at access points to trails. The places to unload horses need to be safe for unloading, not slippery, not too close to the road traffic.

Specific Community Comments:

Hansville/Eglon

- I would love to see the Buck Lake trails extended to the Cliffside Neighborhood on Hood Canal Drive.
- Paved trails or shoulders for biking are what I see most lacking in the Hansville area. We have walking trails, the Greenway, and roads that are fine for walking. It is biking that is the biggest challenge for both the bikers and the cars they share the roads with. Thanks
- There are several walking/biking paths in the Hansville/Eglon/Kingston area however they are not connected and using them requires some time on highways with no shoulder. This limits the times and amount I consider myself able to use them. I would love to have a truly interconnected system. Several years ago there was a measure for a greenway in North Kitsap on the ballot which I supported and I would still be willing to support such a system financially. It was only a small annual amount and would vastly improve access to the wonderful outdoor opportunities in our area.
- I believe NK has a unique trail system in the Hansville area that should not be converted to a system for enter connectivity. Ours is a natural wildlife and nature trail. It has to remain restrictive to usual traffic.

- The Hansville Store Park site should include a boat launch and adequate parking (8-10 spaces). Perhaps the former Realty office site parking could be rented. A graveled walking path from that park site to the Hansville Post office would be used by many. If it can be designed in an environmentally sensitive way, it would be nice if the path continued past the post office to the road that turns off to lead to the Point No Point Lighthouse. That stretch of the Hansville Highway is often flooded and is due for a redesign. Let's improve it so that there is a walking path.
- I believe the North Kitsap String of Pearls concept does not fit with the Greenway Trail system because we have Conservation priorities that are not in keeping with the other trail systems south of Hansville.

Poulsbo

- I truly think that Poulsbo has absolutely wonderful areas that trails could, and should, be in. Quiet roads along the bay, forests, wetlands, everything needed to make this dream a reality. I strongly support this idea, and can't wait until the time when I can bike or walk in trails in my own community, without having to go all the way to somewhere like the Clear Creek Trail System to do so. I believe that there are many more people out there thinking the same thing, people who would be happy to work as a volunteer on weekends to build the trails, myself included. I can't wait!
- Poulsbo needs to think about the future for getting around without having to interact with the traffic congestion that is getting worse on Viking Way and Bond Road.
- I like the idea. Poulsbo needs a lot of work

Kingston

- I live in the Jefferson Beach area and don't feel comfortable using the roadway (walking/running/biking) especially with my kids, but that's something I have really wanted to do!
- Walking along Jefferson Point Road, which I do every day is a nightmare. I want it to be more safe to walk on this road. You will never get the drivers to slow down, that is for sure! We should feel safe, but do not.

NK String of Pearls Phase One Community meetings

27 Presentations:

Poulsbo Trails committee	presentation/discussion	March 11Th 6pm	Linda B, John H, Patsy
Poulsbo Council & Parks Comm.	presentation/discussion	March 17 W 7pm	John H, Lynn, John K
Community meeting @ Eglon	presentation/discussion	3/24 7:30	*Lynn, Linda B,
Indianola Beach Club	presentation/discussion	March 30 7pm	Dave,* Carolina
County presentation on Rural issues	booth/discussion Port Gamble Pavilion	March 30 6:30-8:30	John W and *John H
Suquamish CAC, Suq Tribal Ctr.	presentation/discussion	April 1 Th 6:30	*JW, Tom
WSSC/Squeaky Wheels/BAC	discussion @Poulsbo City Hall	April 5 7pm	LB, JH, Don, Patsy
Trails Committee KCAC	small group discussion	April 5	Carolina
West Sound Cycling Gen. mtg	presentation/discussion	April 7 W 7pm	*JH, Don,
Kingston CAC (Miller Bay FS)	presentation/discussion	April 7 W 7pm	*Carolina, Dave
Suquamish Tribal Council	presentation/discussion	4/12 M time TBD	*JW, Tom

GHCAC, Buck Lake	presentation/discussion		April 13 T 7pm	*Linda B., John H, Patsy
Olympic Kayak Club	presentation/discussion		April 13	John Kuntz
PG/S'Klallam Tribal Council	presentation/discussion		4/13 1:30 (or earlier)*JW, Tom	
North End Trails meeting	discussion		4/14 6:30 Kingston	JW, Carolina, Dave H
BOCC workshop Port Orchard	presentation/discussion		April 21 10am	JW., L B, Carolina, JK
Kitsap Co. Parks & Rec Adv. Board	presentation/discussion	Kgstn Com Ctr	4/21 5pm	JW, Dave H, *Lynn
Community mtg. @ Miller Bay FS	presentation/discussion		April 22 7 p.m.	NKTA all??& County
Stillwaters EcoFest	booth/discussion w/ individuals		April 24 Sat 10-4	Carolina, JH, Linda B,
Back Country Horsemen	presentation/discussion		April 27 Allstar Lanes	Linda??& Duke
Community mtg @ Poulsbo Fire Stn.	presentation/discussion		April 28 7p.m.	NKTA all??& County
Kitsap Audubon Society	presentation		May 4	Don, Carolina
Bainbridge City Council	presentation		W 5/5	Don, Joan Carolina
Unleash the Beast	brochures/booth		May 8 and 9	John H
Silver Spurs	presentation/discussion		May 12	Lynn and Duke
Kitsap Civil Engineers	presentation/discussion		May 19	Carolina & John W
Poulsbo Lions Club	presentation/discussion		May 20	Linda B